

AMENDMENT NO. 6
TO THE OFFICIAL PLAN
OF THE TOWN OF GRIMSBY

INITIATED BY
TOWN OF GRIMSBY

CERTIFIED A TRUE COPY



CLERK, REGIONAL MUNICIPALITY OF NIAGARA

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PART I: THE CERTIFICATION

“The enacting portion attesting the official status of the document.”

PART I: THE CERTIFICATION

AMENDMENT NO. 6
TO THE OFFICIAL PLAN
OF THE TOWN OF GRIMSBY

Amendment No.6 to the Official Plan of the Town of Grimsby constituting the following text, was prepared by the Town of Grimsby Planning department and was adopted by the Council of the Town of Grimsby by By-law No. 18-09 in accordance with Section 17 of The Planning Act, R.S.O. 1990, on the 20th day of February 2018.

Mayor

Town Clerk

PART II: THE PREAMBLE

“An introduction to the Amendment and a summary of its background and basis.”

The Preamble does not constitute part of the Amendment.

PART II: THE PREAMBLE

1. TITLE

This Amendment shall be known as:

Amendment No.6
to the Official Plan
of the Town of Grimsby

2. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to amend the Town of Grimsby Official Plan to promote intensification and redevelopment in proximity to the future Grimsby GO rail station by establishing mixed use designations and adopting new policies within a new Grimsby GO Station Secondary Plan area.

3. LOCATION OF THIS AMENDMENT

Amendment No. 6 applies to all of the lands of the Grimsby GO Station Secondary Plan area, generally being bound by the Queen Elizabeth Way to the north, Hunter Road to the west, portions of Roberts Road to the east and Livingston Avenue and Main Street to south.

4. BASIS OF THIS AMENDMENT

The Grimsby GO Station Secondary Plan has been prepared to provide a vision and planning framework that will guide future transit-oriented development and redevelopment around the new Grimsby GO Station at Casablanca Road. The plan provides long range policy guidance for:

- Land use;
- Transportation, including walking, cycling, transit and road networks;
- Urban design and public realm improvements; and,
- Implementation.

The Secondary Plan has been prepared to align and implement a wide range of local, Regional and Provincial policies, including the policies of the Regional Official Plan, Regional Transportation Master Plan, the Growth Plan for the Greater Golden Horseshoe, the Provincial Policy Statement and the Greenbelt Plan.

PART III: THE AMENDMENT

“ The operative part of this document which amends the original Official Plan.”

PART III: THE AMENDMENT

THE AMENDMENT

The Amendment includes two main parts. The first part (*PART I*) of the Amendment includes a number of changes to other Sections in the Town's Official Plan to recognize the Secondary Plan, itemized as changes 1 to 7. The second part (*PART II*) adds the Grimsby GO Transit Station Secondary Plan policies in a new Section 12 of the Official Plan. Five Schedules and one Appendix associated with the Grimsby GO Transit Station Secondary Plan policies in Section 12 are added as well.

Deletions are shown in strikethrough lettering, while additions are shown in bold font.

PART I

1. Section 2.3.2.6 is amended through the strikeouts for deleted text and bold for new text as follows:

Schedule A also identifies as key structural elements, two Major Intensification Areas: the Downtown and the ~~Winston/Casablanca node~~ **Casablanca interchange area**. These two areas will be the primary focus for intensification and shall be planned and designed to meet the intensification targets set out in the intensification strategy in Section 2.4.6.

2. Section 2.3.2.7 is amended through the strikeouts for deleted text and bold for new text as follows:

The detailed land use direction for the ~~Winston/Casablanca node~~ **Casablanca interchange area** is set out in the Winston Secondary Plan in Section 11 **and the Grimsby GO Transit Station Secondary Plan in Section 12.**

3. Section 2.4.6 is amended through the strikeouts for deleted text and bold for new text as follows

To achieve the target set out in Section 2.4.4, the Town shall implement the following Intensification Strategy: (...)

b) Direct the majority of intensification to two major intensification areas in the Downtown and ~~Winston/Casablanca node~~ **Casablanca interchange area**;

c) Set a minimum density target within the ~~Winston/Casablanca node~~ **Casablanca interchange area** through the implementing Secondary Plan;

4. Schedule 'A' is amended by adding a Major Intensification Area overlay designation on the lands shown on Schedule 1 of this amendment as 'Area A'.
5. Schedule 'B' is amended by changing the designation of the lands identified on Schedule 2 of this amendment as follows:
 - Area 'A' – from 'Service Commercial Area' to 'Employment Area'
 - Area 'B' – from 'Service Commercial Area' to 'Residential \ Mixed Use Area'
 - Area 'C' – from 'Service Commercial Area' to 'Transit Station Area'
 - Area 'D' – from no designation to 'Residential \ Mixed Use Area'
6. Schedule 'B' is amended by adding a 'Transit Station Area' overlay on the lands shown on Schedule 2 of this amendment as 'Area E'.
7. Schedule 'B-1' by changing the designation of the lands identified on Schedule 3 of this amendment as follows:
 - Area 'A' – from 'Service Commercial Area' to 'Employment Area'
 - Area 'B' – from 'Service Commercial Area' to 'Residential \ Mixed Use Area'
 - Area 'C' – from 'Service Commercial Area' to 'Transit Station Area'
 - Area 'D' – from no designation to 'Residential \ Mixed Use Area'

8. Schedule 'C' is amended to include planned active transportation improvements outlined in Section 12.0: Grimsby Go Transit Station Secondary Plan. The changes to Schedule 'C' are identified on Schedule 4 of this amendment.

PART II

9. Add Section 12.0 as follows:

12.0 GRIMSBY GO TRANSIT STATION SECONDARY PLAN

Grimsby is the gateway to Niagara Region from the Greater Toronto and Hamilton Area (GTHA), and will be the focus of significant long-term intensification, redevelopment and public realm improvement. Today Grimsby's station area is an area in transition, and is occupied by a number of highway commercial, residential and industrial uses. The area also has a number of uses, which serve members of the travelling public. However, the lands along the waterfront to the north have recently become a focus of redevelopment interest, and a number of sites have begun to be redeveloped for higher density uses, largely waterfront condominiums (in the Winston Neighbourhood Secondary Plan area).

Investment in higher-order transit, along with this area's proximity to the waterfront, provides the Grimsby GO Transit Station area with a unique opportunity to emerge as a complete community node. This node will primarily focus on providing the full range of uses needed to support those living and working in the area, while continuing to serve the needs of the travelling public. These uses will include the introduction of new public spaces and community facilities.

Currently, the highway provides a physical barrier between the lands along the waterfront and the station. Connectivity for active transportation modes will be significantly improved to link both areas together.

There exists inadequate public realm along Casablanca Boulevard and the South Service Road, with these areas being dominated by vehicle traffic. The redevelopment of this area will seek to improve these streetscapes with the goal of building complete streets featuring attractive boulevards, (trees, signage, wayfinding, lighting, seating, etc.) and safe, multi-function roadways suitable for all users. Where permitted/appropriate, redevelopment along the streets will be positioned to provide a street edge and energize the streets with commercial and other active ground floor uses. The station itself will exemplify the high quality design that will define the character of the area.

The Grimsby GO Transit Station Secondary Plan Area will also continue to function as a major commercial and employment node, but will support a balance of modes, including walking, cycling, and transit. A finer grain network of streets with new mid-block connections will support connectivity and accessibility. It will transition into an area people go to, rather than through. By 2041, the broader area has potential to accommodate an additional 4,750 people and 1,870 employees.

12.1 Grimsby GO Transit Station Secondary Plan Objectives

- 1) Create a vibrant, mixed use node that provides for a full range of uses.**

- 2) Improve active transportation connectivity between the waterfront and station area.
- 3) Leverage waterfront development opportunities.
- 4) Develop new public spaces.
- 5) Improve Casablanca Boulevard and the South Service Road Streetscapes.
- 6) Ensure a high quality of design at this gateway station area.
- 7) Protect stable residential neighbourhoods south of the Railway and provide for appropriate transitions.

12.2 Secondary Plan Area Limits

The Secondary Plan Area extends approximately 800 metres around the station site and includes key properties that may redevelop as a result of the GO station as well as corridors that will form important transportation arteries and connections to and from the station.

12.3 Land Use Policies

12.3.1 Land Use Structure

Lands within the Secondary Plan Area are designated one of the following land use categories, as depicted on Schedule G:

- a) Low Density Residential
- b) Medium Density Residential
- c) Mixed Use - Medium Density
- d) Mixed Use - High Density
- e) Employment – Office
- f) Employment - General Industrial
- g) Rural Area
- h) Agriculture - Specialty Crop Area
- i) Utility Area
- j) Environmental Protection Area
- k) Environmental Conservation Area
- l) Parks and Open Space
- m) Transit Station Area
- n) Employment Overlay Area
- o) Potential New Public Space

12.3.2 General Policies

- a) The following uses are permitted in all land use designations in this secondary plan:

- i) A use which is accessory to a permitted use;
 - ii) Replacement and expansions to existing legal uses, buildings and structures in conformity with the policies of the Official Plan and this Secondary Plan;
 - iii) Public utilities, including water, wastewater and stormwater infrastructure (except within the Natural Open Space system);
 - iv) Town parks, public spaces and recreational facilities; and,
 - v) Institutional uses, as outlined in this Plan.
- b) Nothing in this Plan will prohibit the continued operation of legal non-conforming uses of land, buildings or structures within the Study Area. Please refer to the Town of Grimsby Official Plan Section 9.6 on Non-Conforming Uses.
 - c) The policies of this plan shall apply to all development and/or redevelopment on existing vacant sites;
 - d) The policies of this plan shall also apply to all development or redevelopment on existing developed sites where a residential use is proposed;
 - e) Notwithstanding the policies of Section 12.0, the policies of Section 3.6.3 (Service Commercial Area) of the Town of Grimsby Official Plan shall continue to apply to the sites identified on Schedule G of this Plan, until such time as residential uses are proposed for development or redevelopment of any of those sites.

12.3.3 Low Density Residential

12.3.3.1 Planned Function

- a) The planned function of the Low Density designation is to provide opportunities for ground-oriented housing in a low density format.
- b) The intention of this designation is to recognize the existing, established low density residential neighbourhoods in the Secondary Plan Area.
- c) Areas which are designated for low density residential development are expected to be maintained as low density areas and should not be the focus of significant intensification.
- d) Please refer to Section 3.4.2 of the Town of Grimsby Official Plan for additional guidance on the planned function, permitted uses and site plan control within Low Density Residential Areas.

12.3.3.2 Permitted Uses

Permitted uses include residential uses such as:

- a) Single detached dwellings;
- b) Semi-detached dwellings; and,

- c) **Other compatible housing forms (as defined in Section 3.4.2.1 of the Town of Grimsby Official Plan).**

12.3.3.3 Density

The permitted density for new low density residential shall not be more than 25 units per hectare.

12.3.3.4 Design

All development within the Low Density Residential Area designation shall conform to the Urban Design Policies for Residential Neighbourhoods in Section 3.4.7 of the Official Plan in addition to the policies in this Secondary Plan.

12.3.4 Medium Density Residential

12.3.4.1 Planned Function

- a) **The planned function of the Medium Density designation is to recognize existing medium density designations within the Study Area. A diversity of dwelling types is encouraged to support a range of housing options and intensification objectives for the Secondary Plan area.**
- b) **Please refer to Section 3.4.3 of the Town of Grimsby Official Plan for additional guidance on the planned function, permitted uses and site plan control within Medium Density Residential Areas.**

12.3.4.2 Permitted Uses

Permitted uses include residential uses such as:

- a) **Townhouses;**
- b) **Stacked townhouses;**
- c) **Apartments; and**
- d) **Other multiple dwellings (as defined in Section 3.4.3.1 of the Town of Grimsby Official Plan).**

12.3.4.3 Density

The permitted density for new medium development residential development shall range from a minimum residential density of 25 units per hectare up to a maximum of 60 units per hectare.

12.3.4.4 Design

- a) **All development within the Medium Density Residential Area designation shall conform to the Urban Design Policies for Residential Neighbourhoods in Section 3.4.7 of the Official Plan.**

- b) Within stable residential neighbourhoods, the maximum height and density may be lower than this permission in order to conform to the urban design criteria in Section 3.4.7 of the Official Plan.**
- c) Applications to establish a new Medium Density Residential Area designation within a stable residential neighbourhood shall only be permitted if it conforms to the criteria in Section 3.4.7 of the Town's Official Plan.**

12.3.5 Mixed Use - Medium Density

12.3.5.1 Planned Function

- a) The planned function of the Mixed Use Medium Density designation is to provide a transition between low and high density areas and support opportunities for a broad range of uses in a mix of compact development forms. Uses can be mixed across a parcel and/or mixed within a building.**
- b) Commercial, office and institutional uses that enliven the street should be located on the ground floor of buildings close to the front property line to help frame and animate the street.**

12.3.5.2 Permitted Uses

- a) Permitted uses include mixed use medium density residential uses such as:**
 - i) townhouses;**
 - ii) stacked townhouses;**
 - iii) low-rise apartments;**
 - iv) live work units;**
 - v) other multiple housing forms;**
 - vi) communal housing subject to the policies in Section 3.4.1.3;**
 - vii) home occupations subject to the policies of Section 3.4.1.5;**
 - viii) accessory structures such as garages, storage sheds, swimming pools, change rooms;**
 - ix) bed and breakfast establishments, tourist homes and other similar small-scale tourist facilities subject to the policies in Section 3.4.1.6;**
 - x) group homes;**
 - xi) neighbourhood parks;**
 - xii) offices;**
 - xiii) institutional uses, including government services, research and, training facilities;**
 - xiv) daycare facilities;**

- xv) prestige employment uses, provided all operations are conducted indoors and the operations are deemed not to be obnoxious by reason of dust, odour, fumes, particulate matter, noise and/or excessive vibrations;
 - xvi) automobile parts store;
 - xvii) restaurants;
 - xviii) medical and dental clinics including laboratory services and ancillary drug store;
 - xix) commercial recreational facilities;
 - xx) commercial schools;
 - xxi) convenience stores;
 - xxii) financial and real estate services;
 - xxiii) health clubs, dance studios and commercial fitness;
 - xxiv) specialty home products, home decor and home improvement;
 - xxv) furniture, appliance, electronic sales and service;
 - xxvi) custom workshops; and
 - xxvii) tourism support services and tourism-related retail including studios; and
 - xxviii) retail and service commercial uses including automobile sales establishments provided that such uses are internally integrated as a component of an office, hotel, institutional or mixed use building;
- b) Notwithstanding the list of permitted non-residential uses in the preceding list, the following land uses are specifically prohibited:
- i) outdoor storage, outdoor processing, and outdoor display of goods and merchandise; and
 - ii) adult entertainment parlours.
- c) Restrictions on the range of permitted uses shall be identified in the implementing zoning by-law.
- d) Retail uses, including retail warehouses, department stores, warehouse membership clubs and food stores having a floor area exceeding 5,000 square metres, shall be subject to a Market Impact Study to be prepared by the applicant. The Town will retain a peer reviewer at the applicant's expense. The retail market impact study shall incorporate actual sales data, demonstrating that the proposed use will not have a deleterious impact on the planned function of the central core area resulting in a significant diminution in service to the public or in blight.

12.3.5.3 Density

- a) Density on lands designated Mixed Use Medium Density shall achieve an overall minimum of 30 units per hectare.

- b) Where the residential development is in the form of ground related housing, the maximum density shall be 60 units per net residential hectare and the minimum density shall be 30 units per net residential hectare.
- c) Where the development is in the form of apartments, office, institutional or mixed use buildings, the maximum permitted gross floor area should be between 1 and 2 times the lot area.

12.3.5.4 Form of Mixed Use - Medium Density Development and Redevelopment

- a) On existing developed sites, mixed use and/or stand-alone residential, commercial and institutional infilling is permitted. On vacant sites, new development shall be in a mixed use format (either mixed within a building or across the site).
- b) A minimum of 25% of the total area on each block within the designation shall be developed for employment generating uses. The employment generating uses shall generally be oriented to the South Service Road and the QEW exposure. The Town may consider alternative approaches, which achieve the employment target and intent of this plan, provided a comprehensive plan is prepared by the landowners within the respective block.
- c) Development in the designation shall be phased such that only 25% of the residential component of any property shall be constructed prior to full servicing of the employment component. Where site conditions and/or context inhibit the ability to achieve the minimum employment floor space standards, a transfer of the minimum employment floor space is permitted within the plan area subject to an Official Plan amendment and the use of holding provisions that prohibit the construction of the building that is replacing the employment floor space until the employment building is fully framed.

12.3.6 Mixed Use - High Density

12.3.6.1 Planned Function

- a) The planned function of the Mixed Use - High Density designation is to provide opportunities for mixed use development in a high density format. Uses can be mixed across a parcel or mixed within a building.
- b) Commercial, office, institutional uses that enliven the street should be located on the ground floor of buildings close to the front property line to help frame and animate the street.

12.3.6.2 Permitted Uses

- a) Permitted uses include medium to high density residential mixed uses such as:
- i) apartments;
 - ii) townhouses integrated with apartments or mixed use buildings on the same site;
 - iii) offices;
 - iv) retail and service commercial uses including restaurants and automobile sales establishments provided that such uses are internally integrated as a component of an office, hotel, institutional or mixed use building;
 - v) hotels and hotel/convention centres;
 - vi) entertainment facilities such as banquet halls, theatres, art galleries, outdoor theatre and musical facilities;
 - vii) marinas;
 - viii) institutional uses, including government services, research and, training facilities;
 - ix) prestige employment uses provided all operations are conducted indoors and the operations are deemed not to be obnoxious by reason of dust, odour, fumes, particulate matter, noise and/or excessive vibrations;
 - x) daycare facilities provided that such uses are internally integrated as a component of an office, hotel, institutional or mixed use building; and
 - xi) parks, parkettes and public squares.
- b) Notwithstanding the list of permitted non-residential uses in the above list, the following land uses are specifically prohibited:
- i) outdoor storage, outdoor processing, and
 - ii) outdoor display of goods and merchandise; and
 - iii) adult entertainment parlours.
- c) Retail uses, including retail warehouses, department stores, warehouse membership clubs and food stores having a floor area exceeding 5,000 square metres, shall be subject to a Market Impact Study to be prepared by the applicant. The Town will retain a peer reviewer at the applicant's expense. The retail market impact study shall incorporate actual sales data, demonstrating that the proposed use will not have a deleterious impact on the planned function of the central core area resulting in a significant diminution in service to the public or in blight.

12.3.6.3 Density

Density on lands designated Mixed Use High Density shall achieve a minimum density of 1 times the lot area and a maximum density of 3 times the lot area.

12.3.6.4 Form of Mixed Use – High Density Development and Redevelopment

- a) On existing developed sites, mixed use and/or stand-alone residential, commercial and institutional infilling is permitted. On vacant sites, new development shall be in a mixed use format (either mixed within a building or across the site).
- b) A minimum of 25% of the total area on each block within the designation shall be developed for employment generating uses. The employment generating uses shall generally be oriented to the South Service Road and the QEW exposure. The Town may consider alternative approaches, which achieve the employment target and intent of this plan, provided a comprehensive plan is prepared by the landowners within the respective block.
- c) Development in the designation shall be phased such that only 25% of the residential component of any property shall be constructed prior to full servicing of the employment component. Where site conditions and/or context inhibit the ability to achieve the minimum employment floor space standards, a transfer of the minimum employment floor space is permitted within the plan area subject to an Official Plan amendment and the use of holding provisions that prohibit the construction of the building that is replacing the employment floor space until the employment building is fully framed.

12.3.7 Employment – Office

12.3.7.1 Planned Function

- a) The planned function of the Employment - Office designation is to provide a vibrant mix of transit-oriented employment and commercial development in higher density built form in proximity to established business/industrial uses and existing and planned higher order transit infrastructure.
- b) The Employment - Office designation provides for a transition between the general industrial areas and the mixed use designations within the Plan Area (which permit residential and other sensitive uses).

12.3.7.2 Permitted Uses

Permitted uses include:

- a) office;
- b) hotel, conference centre and banquet facilities;
- c) community college or university;
- d) medical clinics;

- e) commercial school;
- f) personal service uses;
- g) banks and financial services;
- h) commercial parking garage;
- i) commercial-recreational facilities;
- j) accessory uses to the uses permitted above;
- k) complementary uses including licensed child care establishment, food service, restaurants, security services, and janitorial services may be permitted provided the uses are compatible with the development and operation of the surrounding industrial uses; and
- l) limited retail sales and service commercial uses as an accessory use in conjunction with a permitted use.

12.3.7.3 Form of Employment Office and Redevelopment

- a) The Employment Office area is ideally located within proximity to the QEW and provides ideal location for 'landmark' buildings that can benefit from direct highway exposure.
- b) The range and scale of uses are designed to be sensitive to the adjacency and compatibility with the surrounding residential neighbourhoods, and benefit from exposure to the QEW and planned GO Transit Station.
- c) The minimum permitted gross floor area is 1 times the lot area.
- d) The Secondary Plan envisions a comprehensively planned and high quality business district with office and other employment uses.
- e) This area will serve as one of the gateways in the Town and, as such, is intended to reflect a focus towards the reinforcement of a strong sense of place, vibrancy, sustainability, and economic development.

12.3.8 Employment – General Industrial

12.3.8.1 Planned Function

General Employment Areas are characterized by a range of traditional employment uses with a variety of lot sizes to provide flexibility for attracting and accommodating a wide range of industrial and associated employment uses.

12.3.8.2 Permitted Uses

Permitted uses include:

- a) Manufacturing;
- b) Processing;
- c) Servicing;
- d) Storage of goods and raw materials;
- e) Warehousing;

- f) Research and laboratories;**
- g) Data processing and development; and**
- h) Uses of similar nature (refer to Section 3.4.7 of the Town of Grimsby Official Plan for further direction).**

12.3.8.3 Form of Employment General Industrial and Redevelopment

- a) While areas designated as General Employment will continue to accommodate vehicles and trucks, development in these areas will be designed with pedestrian connectivity and amenity to serve the daily employee population and to facilitate access to public transit.**
- b) The Secondary Plan envisions a comprehensively planned and high quality employment node with well-maintained industrial and other employment uses. This area will serve as one of the gateways in the Town and, as such, is intended to reflect a focus towards the reinforcement of a strong sense of place, sustainability, and economic development.**

12.3.9 Rural Area

Please refer to Section 3.3 of the Town of Grimsby Official Plan for the planned function and permitted uses within the Rural Area.

12.3.10 Agriculture – Specialty Crop Area

Please refer to Section 3.3 of the Town of Grimsby Official Plan for the planned function and permitted uses within the Agriculture - Specialty Crop Area.

- a) In addition to the uses permitted in Agriculture – Specialty Crop Area, the area identified by ‘Transit Station Area’ overlay may also be used for a Transit Station and related accessory uses, in accordance with the 2011 Niagara GO Rail Expansion Environmental Study Report.**

12.3.11 Utility Area

- a) The Utility Area shown on Schedule G is the location of an existing sewage pumping station and storm water management pond.**
- b) Please refer to Section 3.9 of the Town of Grimsby Official Plan for the planned function and permitted uses within the Utility Area.**

12.3.12 Protected Natural Environment

- a) Environmental Conservation Areas and Environmental Protection Areas within the Secondary Plan have been identified on Schedule G. Please refer to Section 3.1.1 of the Town of Grimsby Official Plan for environmental policies. More specifically, please refer to the policies in section 3.1.1 for**

Environmental Protection Area policies and 3.1.2 for Environmental Conservation Area policies.

- b) The Secondary Plan area includes a privately owned woodlot designated as an Environmental Conservation Area, which should be protected in accordance with the policies of the Regional Official Plan and the Town of Grimsby Official Plan. In addition, the Town shall support the protection of the woodlot through compliance with the regulations of Regional Municipality of Niagara By-Law No. 30-2008 (By-Law to Prohibit or Regulate the Harvesting, Destruction Or Injuring Of Trees In Woodlands In The Regional Municipality Of Niagara).
- c) The Niagara Peninsula Conservation Authority (NPCA) regulates hazard lands through the Regulation of Development, Interference with Wetlands and Alterations to Shoreline and Watercourses” (O. Reg. 155/06). Regulation 155/06 includes hazards related to floodplains, slopes, erosion-prone sites and wetlands. The NPCA has developed policies to implement the Regulation, which prohibit development within these areas and on adjacent lands. The NPCA should be contacted when development is proposed.

12.3.13 Parks and Open Space

- a) Please refer to Section 3.8 of the Town of Grimsby Official Plan for the planned function and permitted uses within the Parks and Open Space designation. New recreation and open spaces shall be provided for based on the public realm policies, as outlined in the Urban Design Guidelines of this Plan, found in Section 12.6.
- b) In general, the public realm policies outlined in Section 12.6 are intended to ensure that a high quality public realm, open space, and protected environment is achieved. The policies define an open space framework that links outdoor spaces through the creation of new parks, gateways, streetscape improvements, and active transportation paths to create a unique, beautiful, and healthy complete community. The public realm guidelines also provide guidance and direction for future investment into new parks, trails, streetscapes, sidewalks, bike racks, water bottle refill stations and green spaces, for example, to develop pedestrian and cycling connections between the waterfront and the GO Transit Station.

12.3.14 Transit Station Area

12.3.14.1 Location

- a) The Casablanca GO Transit Station Area, designated as Transit Station Area on Schedule G of this plan, is a critical element of public infrastructure and is located west of Casablanca Boulevard at the intersection of the South Service Road. The Transit Station Area includes land on both sides of the

- CN rail corridor and also includes lands which are reserved for a potential future Region of Niagara Transit Terminal (West Niagara Transit Terminal).
- b) All public infrastructure in this location should be developed in accordance with Policy 4.2.1 of the Greenbelt Plan and all other applicable Provincial, Regional and Town policies.

12.3.14.2 Strategic Long Term Transportation Needs

- a) The lands identified as the Transit Station Area on Schedule G: Land Use represents new infrastructure intended to address long term transportation needs of the Region and Town.
- b) The new infrastructure includes facilities such as:
 - i) Transit stations including bus and related passenger drop off/ pick up and commuter parking lots;
 - ii) Related infrastructure including transit operation and maintenance facilities, passenger standing pads;
 - iii) Pedestrian and cycling facilities; and,
 - iv) Other public infrastructure elements intended to support the transit function of the site.

12.3.14.3 Additional Guidance for Development

- a) The Transit Station Area as shown in Schedule G is further described in one or more of the following documents:
 - i) Approved environmental assessment, 2011 Niagara Rail Expansion, Environmental Study Report;
 - ii) Niagara Transit Service Delivery and Governance Strategy, 2017; and,
 - iii) The Niagara Region Transportation Master Plan, 2017.
- b) The Region of Niagara, the local municipal transit operators , City of Hamilton, the Town of Grimsby and Metrolinx will work together to encourage the Province and the Federal Government to provide capital and operational funding and tools to support transit in West Niagara.

12.3.14.4 Phasing of Development

Development of these lands as a Transit Station Area will occur in multiple phases over the long term. At the time that this secondary plan was prepared, the following items provide the understanding for the phasing of the Transit Station Area:

- a) The area around the Transit Station will be planned to achieve a significant level of intensification (in accordance with the policies of this plan) for lands located within the urban area boundary;
- b) The Region will work with the Town, Metrolinx and MTO to ensure that all of the other policies of this plan are implemented, including policies for improving road safety, achieving the complete streets objectives as well as the supporting infrastructure improvements identified in this plan;

- c) The opening day concept of the Casablanca GO Transit Station will comply with the 2011 Niagara Rail Expansion Environmental Study Report;
- d) At such time the opening concept reaches capacity, the Region of Niagara and the Town of Grimsby will work with Metrolinx to expand the Casablanca GO Transit Station south of the CNR mainline; and,
- e) A Regional Transit Station will be permitted on the lands identified as “Future Transit Station Area” subject to the completion of a Transit Terminal Feasibility Study including the evaluation of a terminal in West Niagara, that will comply with the Provincial environmental assessment process.

12.3.15 Employment Overlay Area

The Employment Overlay is shown on Schedule G and applies to lands fronting onto the QEW along the South Service Road. These lands are subject to the following policies:

- a) For any new development within the Overlay area, a minimum of 0.4 times the lot area will be allocated for office employment uses.
- b) A minimum of 50% of the total area on each block within the designation shall be developed for employment generating uses. The employment generating uses shall generally be oriented to the South Service Road and the QEW exposure. The Town may consider alternative approaches, which achieve the employment target and intent of this plan, provided a comprehensive plan is prepared by the landowners within the respective block.
- c) Development in the designation shall be phased such that only 25% of the residential component of any property shall be constructed prior to full servicing of the employment component.

12.3.16 Potential New Public Space

- a) Schedule G identifies a number of potential new public spaces that will be publically owned; however the icons depicted are for illustrative purposes only and the need, location and design of public spaces shall occur through the development application process.
- b) Please see Section 12.7 of this Plan for information on the parkland dedication process.
- c) The icons depicted on Schedule G are not intended to be comprehensive, and additional new public spaces will be required through the development application process.
- d) Please see Section 12.6.3 for additional guidance on the design of these Potential New Public Spaces.

12.3.17 Land Use Compatibility

12.3.17.1 Employment Uses

- a) Any new proposed development which is within 1000 metres of an existing Class 3 industrial facility, 300 metres of an existing Class 2 industrial facility or 70 metres of an existing Class 1 industrial facility shall be subject to Ministry of the Environment and Climate Change D-6 Guidelines for Land Use Compatibility.
- b) In addition to the above, new proposed development should be oriented and designed to avoid land use compatibility and impacts on surrounding employment uses, and may be subject to further study (air quality, noise, etc.) to ensure compatibility.

12.3.17.2 Active Rail

- a) No new residential development is permitted within a 30 metres setback of a rail right-of-way.
- b) Permitted uses within this setback include public and private roads, parkland and other outdoor recreational space including backyards, swimming pools and tennis courts, unenclosed gazebos, garages and other parking structures and storage sheds, where permitted within the policies of this Plan.

12.3.17.3 Provincial Highway

- a) In addition to all the applicable municipal requirements, all proposed development located adjacent to and in the vicinity of a provincial highway within MTO's permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will also be subject to MTO approval.
- b) Early consultation with the MTO is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning.
- c) Any new areas in the municipality identified for future development that are located adjacent to or in the vicinity of a provincial highway or interchange/intersection within MTO's permit control area will be subject to MTO's policies, standards and requirements. Direct access will be discouraged and often prohibited.

12.3.17.4 Additional Studies

The Town will determine the need for any special sensitivity studies for any proposed developments in the Secondary Plan Area as part of the pre-consultation process and in compliance with the parent Plan, based on adjacent uses and proximity to major infrastructure including, but not limited to, rail and Provincial highways.

12.3.18 Building Height

- a) The planned maximum building heights are shown on Schedule H.
- b) The heights depicted on Schedule H are intended to reflect the planned maximum number of storeys and the following policies apply:

- i) The Town may require a peer review for any development which propose to exceed the planned building heights; and,
- ii) All developments which are proposed to be taller than 6 storeys shall require a light/shadow study, in accordance with guidelines in Section 12.6.9.4 of this Plan, and an urban design study to demonstrate how the development fits within the context of the site and surrounding area.

12.4 Transportation Policies

12.4.1 Transportation Network

- a) The Secondary Plan Area is planned to be served by a multi-modal, integrated transportation network, which accommodates active transportation users, transit users, and automobile users. Presently, there are a number of transportation challenges in the area and the expectation is that there will continue to be challenges as the area grows.
- b) Accordingly, there is a need to plan for a variety of improvements to better connect people to destinations and also allow people to move through the area in a relatively safe and efficient manner. The expectation is that improvements will be required to enhance walking and cycling networks, transit service, and automobile access within and around the area to ensure that an appropriate balance of transportation options are provided. The transportation network must provide for a better balance of the full range of transportation modes.
- c) The transportation network and improvements identified in this Plan build on the Town and Region's planned transportation improvements, as outlined in a number of plans (such as the Region's Transportation Master Plan, Transportation Impact Studies, the Regional Official Plan, etc.). The implementation of the proposed transportation infrastructure improvements should be undertaken as part of the Region's master planning process/EA process and/or development approvals process (as the case may be).

12.4.2 Improvements and Enhancements to Transportation Network

The Secondary Plan contemplates the following potential improvements to the transportation network:

- a) Road improvements and connections (as shown on Schedule J);
- b) Transit improvements; and,
- c) Active transportation improvements (as shown on Schedule C).

12.4.3 Planned Road Hierarchy

The planned road hierarchy is shown on Schedule I, illustrating Arterial Roads, Collector Roads and Local Roads. The following policies describe the general planned function for each road type.

12.4.3.1 Arterial Roads (23-30 metre ROW)

- a) Arterial Roads are under the jurisdiction of the Region of Niagara and are planned to accommodate 2 to 4 lanes of traffic within 23 to 30 metre right of ways.**
- b) Direct access to adjoining properties and on-street parking is generally restricted to allow for the movement of traffic through the area.**
- c) The road allowance is planned to accommodate a complete street framework, including bicycle facilities such as bike lanes, shared use lanes, paved shoulders and bicycle parking facilities and sidewalks with high quality streetscaping improvements on both sides of the street.**
- d) On-street parking is generally not permitted on Arterial Roads.**
- e) Regional Arterial Roads within Secondary Plan Area include:**
 - i) North Service Road (26.2 metre right of way);**
 - ii) South Service Road (26.2 metre right of way);**
 - iii) Casablanca Boulevard (26.2 metre right of way); and,**
 - iv) Livingston Avenue (26.2 metre right of way from Casablanca Boulevard to Main Street West and 30.5 metre right of way from Casablanca Boulevard to Oakes Road).**

12.4.3.2 Collector Roads (20 metre ROW)

- a) Collector Roads are under the jurisdiction of the Town of Grimsby and are planned to accommodate 2 lanes of traffic.**
- b) Collector Roads are undivided with a road allowance width of 20 metres, allowing for the addition of turning lanes, bicycle lanes, landscaping, sidewalks on both sides of the street and utilities.**
- c) On-street parking is not permitted on Collector Roads.**
- d) Collector Roads within the Secondary Plan Area include:**
 - i) Hunter Road; and,**
 - ii) Roberts Road.**

12.4.3.3 Local Roads (20 metre ROW)

- a) Local Roads provide access to properties and carry traffic predominantly of a local nature.**
- b) Typically, roadways in this section carry low volumes of traffic short distances.**

- c) Local roads generally are designed to accommodate on-street parking, sidewalks on both sides of the street and landscaping in the boulevards.
- d) All local road allowances are to be 20 metres in width.

12.4.4 Planned Road Improvements and Connections

- a) Schedule J illustrates new connections, road widening and other road improvement opportunities which are intended to support the implementation of the secondary plan.
- b) The current road network has challenges and the forecasted travel demand resulting from intensification, as well as commuter traffic accessing/egressing the QEW and the planned GO Rail service at the Casablanca GO Station, will only increase delays in the network. This will necessitate the need for improvements to the transportation network, including modifications to the road network, introduction of transit services and improvements to the active transportation network.
- c) The following summarizes the key road-related improvements. An environmental assessment may be required for some of these improvements based on guidelines provided by the Ministry of Environment and Climate Change (note that a number of the improvements noted below also coincide with recommended streetscape improvements which are further addressed in Section 12.6):
 - i) **South Service Road Widening:** Currently, the South Service Road is a 2-lane Regional Road which provides access and connectivity to lands on the south side of the QEW. The South Service Road currently experiences moderate congestion levels and the expectation is that the road will continue to experience capacity issues over the planning horizon. The South Service Road should be widened from 2 to 4 lanes. Additional operational improvements should also be considered. The widening should allow the road to be developed as a complete street and also provide access to the GO station area.
 - ii) **Casablanca Boulevard Widening:** The majority of Casablanca Boulevard functions as a 2-lane Regional road, connecting the western part of the Town with the QEW. In the future, Casablanca Boulevard will provide the main access to the future GO Station Area. The road is expected to see increasing levels of congestion over the planning horizon and a future widening to 4 lanes may be required. The widening should be developed as a complete street.
 - iii) **QEW Interchange Improvements:** The QEW westbound ramp experiences capacity issues during peak hours. Over the planning horizon, there may be a need to reconfigure the direct flow movements from the ramps. It is also recommended that the Ministry of Transportation consider improving the pedestrian and cycling facilities on the interchange to address potential for conflicts between vehicles and active transportation users. This is particularly important to connect the growing residential population north of the QEW to the south (including the Casablanca GO

- Station), and support the Secondary Plan objective of improving connectivity between the waterfront and Transit Station. See Section 12.6 for additional details.
- iv) **Hunter Road Flyover:** Depending on the evolution of traffic patterns in the area, there may be a need to extend Hunter Road over the QEW. The Town should protect for this opportunity in the secondary plan in the event that it is required over the long term. The Hunter road flyover would support future transit as well as improve active transportation to the GO Station.
 - v) **Livingston Avenue Extension:** Depending on the evolution of traffic patterns in the area, there may be a need to extend Livingston Avenue west of Casablanca Boulevard. The Region has maintained this as an opportunity for improving east-west connectivity and providing relief to the congested South Service Road. The Region should protect for this opportunity in the secondary plan in the event that it is required over the long term. The Region may also need to consider protecting the option for a second access point off of Livingston Avenue. Given the sensitive environment in this area, the road extension would undergo an Environmental Assessment and will be ecologically-designed to minimize impact on the woodlot and its habitat and hydrology.
 - vi) **Grade Separation at the CN Rail Tracks:** A grade separation at CNR crossing at Casablanca Boulevard may be required to improve traffic flow, and address safety concerns for pedestrians, cyclists and automobile users on Casablanca Boulevard (where traffic has the potential to queue onto the rail corridor). The Region will work with CN and Metrolinx to determine the need for this crossing.
 - vii) **South Access to the Transit Station from Livingston Avenue:** A local road connection from Livingston Avenue just west of Emily Street is proposed to connect the residential areas located along Livingston Avenue to the south with the future Transit Station Area to the north. This would provide an alternative access to the Station Area to service commuters south of the Station.
 - viii) **Neighbourhood Traffic Improvements:** In order to improve traffic flow through residential areas east of Casablanca Boulevard and north of Livingston Avenue, the Town should consider future improvements to provide traffic calming and/or improved circulation through these neighbourhoods.

12.4.5 GO Transit Station Area

In addition to the policies in Section 12.3.14 of this Plan, the design of the GO Transit Station should be planned to address the following elements:

- a) **Access to the station area for pedestrians, cyclists, transit users, kiss and ride and carpool users;**
- b) **A sufficient supply of parking for commuters;**
- c) **Wayfinding solutions;**

- d) Buffering and landscaping for adjacent natural heritage features and rural lands (where applicable);**
- e) Pedestrian scale lighting and other safety features to support active transportation 24/7;**
- f) Opportunities for universal access and incorporation of sustainable design measures;**
- g) Opportunities for tourism-supportive uses, where permitted (south side of the CN rail corridor); and,**
- h) A strong visual design for the overall station area, emphasizes the importance of the area as a major mixed use node and gateway to Niagara.**

12.4.6 Active Transportation Network

The existing and planned Active Transportation Network is depicted on Schedule C. The network is planned to improve connectivity for pedestrians and cyclists within the Secondary Plan Area and to surrounding areas.

12.4.7 Active Transportation Improvements

- a) The active transportation network should provide direct and safe connections to the GO station, multi-use trails, public spaces and parks, schools, mixed use areas, employment opportunities and recreational facilities. Amenities for cyclists and pedestrians should be located at key points along the network.**
- b) There are a number of proposed active transportation improvements proposed for the area, including the following:**
 - i) On-Road Bike Route/Lanes (on-road): Casablanca Boulevard; South Service Road; Hunter Road; and, Industrial Drive.**
 - ii) Multi-Use Trail (off-road): Multi-use waterfront trail extension; South access to the Station; Station access from Casablanca Boulevard; and, QEW pedestrian crossing.**

12.4.8 QEW Pedestrian Crossing

- a) Improving pedestrian connectivity across the QEW is of paramount importance. The Secondary Plan includes several specific measures intended to improve pedestrian connectivity.**
- b) The first measure is noted in Section 12.4.4 and recommends sidewalk improvements to the existing Casablanca QEW interchange.**
- c) In addition, it is also recommended that the Town, Niagara Region, Metrolinx and the MTO conduct a joint feasibility study to examine the potential for adding a pedestrian crossing over the QEW to better link the GO Station with the lands on the north side of the QEW. The precise location of the crossing should be determined through the feasibility study.**
- d) In the event that the Hunter Road flyover is constructed, there remains a third possible option for improving pedestrian linkages to the GO station area.**

12.4.9 Secure Bike Parking Facilities

- a) The implementing Zoning By-law may require the provision of secure bicycle parking facilities in a conspicuous location, long-term bike parking areas within buildings and onsite shower facilities and lockers for employees who bike to work.**
- b) The Town may allow for the reduction in the number of required parking spaces where bicycle parking facilities are provided.**

12.4.10 Transportation Demand Management

- a) Council may require that development applications include a Transportation Demand Management (TDM) Plan, prepared to the satisfaction of the Town.**
- b) The intent of the TDM Plan shall be to implement and promote measures to reduce the use of low-occupancy automobiles for trips and to encourage cycling and walking.**
- c) Generally, the need for a TDM Plan is contingent upon the proposed use, size, and scale of development and general proximity to the Transit Station.**
- d) The Town will work with Niagara Region and other stakeholders to support transportation demand management opportunities by promoting measures to reduce the use of low-occupancy automobiles for trips and to encourage cycling and walking.**
- e) The Town will work with Niagara Region on the development of car sharing and bike sharing programs in Grimsby and to recognize car and bike sharing as an effective means for reducing parking demand.**
- f) The Town will work with the Region and other levels of government to develop and implement Transportation Demand Management programs to reduce trip distance and time and increase the modal share of alternatives to single-occupant automobiles.**

12.4.11 Traffic Impact

- a) Future developments may require a Traffic Impact Assessment.**
- b) Any Traffic Impact Assessment shall be subject to the Regional Traffic Impact Assessment Guidelines where a Regional road is impacted.**

12.4.12 Parking

Through the development approvals process, the Town may consider alternative parking requirements for mixed use and high density developments including shared parking standards.

12.4.13 Future Transit System

- a) The Town is currently in the process of exploring the potential for adding a transit system. In the event that a transit system is launched, the Town**

should develop transit supportive Official Plan policies, including any revisions to the policies of this Secondary Plan.

- b) The Niagara Transit Service Delivery and Governance Strategy (Dillon, 2017) has recommended inter-municipal transit connections with GO Transit at the Casablanca GO station. This will be explored further through future transit studies.

12.5 Infrastructure Policies

12.5.1 Water and Sanitary Servicing

As part of the implementation of this Secondary Plan, the Town will work with Niagara Region to ensure that there is adequate water and sanitary servicing and capacity to accommodate the long-term planned development for the Secondary Plan Area.

12.5.2 Municipal Servicing Study

As part of the implementation of this Secondary Plan and the policies of Chapter 2 of the Official Plan, the Town will undertake an analysis of local infrastructure to ensure that adequate servicing is in place to accommodate the planned growth for the area. The Town will update its municipal master servicing strategy as required.

12.5.3 Development Applications and Servicing Requirements

The Town may also require development applications to be supported by site-specific servicing studies.

12.5.4 Sustainable Stormwater Management

- a) The municipality encourages innovative measures to help reduce the impacts of urban runoff and maintain base groundwater flow. Such measures may include bioswales, permeable pavers, rain barrels and green roofs.
- b) As part of the detailed design for the Transit Station, floodplain mapping is to be undertaken to delineate the flood hazard on the subject lands due to the upstream drainage area of the watercourse, the topography and the size of the development.

12.5.5 Coordination of Public Works

- a) The Town will work with the Region to ensure that planned public works for the area are coordinated to minimize the impacts of construction on the residents and businesses within the Secondary Plan Area. Coordination efforts will consider the phasing of streetscape improvements, any future road works and maintenance, as well as any upgrades to water and sanitary networks.
- b) The following section provides the urban design policies and guidelines for the Secondary Plan Area. The purpose of these policies is to provide

guidance for enhancing the character of the area, including both the private and public realm. The policies are intended to provide a degree of flexibility, allowing for a range of design styles and expressions which will contribute to creating a unique sense of place.

12.6 Urban Design Improvements

The urban design improvements are intended to enhance the attractiveness and functionality of the Secondary Plan Area. The planned Public Realm Improvement Plan is depicted on Schedule K and considers the following:

- a) Major Gateway Improvement areas;**
- b) Major Streetscape Improvement areas;**
- c) Minor Streetscape Improvement areas;**
- d) Potential New Public Spaces; and,**
- e) Active Transportation Connections.**

12.6.1 Gateways

- a) Gateways are intended to function as formal entranceways into the Secondary Plan Area and are intended to create a strong sense of place. Presently, the Secondary Plan Area does not feature any prominent public space treatments at gateway locations and, accordingly, the Plan contemplates one major gateway improvement area.**
- b) Gateways include lands within the right-of-ways and all abutting lands. Major gateway improvements should include prominent signage, enhanced lighting, intensive landscaping (such as seasonal floral displays, tree planting), public art, cycling-supportive infrastructure, and other types of public realm enhancements. Adjacent redevelopment should be designed to support the function of the gateway.**
- c) The intersection of Casablanca Boulevard and the South Service Road has been identified as a major gateway improvement area. This intersection is planned as a key intersection in the study area. Currently, the intersection is not fronted by development and is dominated by vehicular traffic. The intersection has limited pedestrian facilities such as, landscaping, pedestrian-scaled lighting or planting, or other street furniture.**
- d) In the future, this intersection is envisioned to be the major gateway to the Transit Station Area due to its direct connectivity with the QEW and the future Transit Station. In addition, the surrounding commercial and employment uses creates a destination and draws in customers from across the region. There is an opportunity to establish a visual identity that can be carried through the study area. To achieve this, private realm signage should be consolidated and minimized, new welcome and wayfinding public signage should be introduced, and streetscape improvements shall include enhanced pavement materials, planting, and other pedestrian-scaled facilities including lighting, benches, and waste receptacles.**

- e) **Future development shall consider the overall urban design intent and vision for the gateway intersection and reflect a human-scale form to improve the pedestrian quality of the streetscape. New development should be oriented close to the street edge and designed with active frontages such as retail and other entrances for an enhanced sense of place.**

12.6.2 Streetscape Improvements

- a) **Streetscape improvements are intended to provide direction for future enhancements to the key roads within the Secondary Plan Area. Two levels of improvement are contemplated in this Plan:
 - i) **Major streetscape improvement areas; and,**
 - ii) **Minor streetscape improvement areas.****
- b) **Streetscape improvements apply to the public land within the right-of-way.**

12.6.2.1 Major Streetscape Improvement Areas

- a) **Major streetscape improvements are proposed for Casablanca Boulevard (between the South Service Road and Livingston Avenue) and the South Service Road (between Casablanca Boulevard and the planned active transportation connection).**
- b) **Key improvements should include (but are not limited to) completion of sidewalk networks on both sides of the street, tree plantings on both sides of the street to provide shade and comfort for pedestrians, improved lighting, occasional street furniture and pedestrian refuge islands at key locations.**
- c) **Significant efforts should be made to consolidate access points, consolidate and minimize private signage and improve visibility for pedestrians.**
- d) **Opportunities to break up the large blocks should be explored to support an improved pedestrian environment.**
- e) **Future reconstruction of the roadways should consider the burying of hydro lines.**
- f) **Future active transportation connections have been identified for some of these streets and are discussed in Section 12.6.4.**

12.6.2.2 Minor Streetscape Improvement Areas

- a) **Minor streetscape improvements are proposed for portions of the South Service Road and Industrial Drive.**
- b) **Key improvements should include (but are not limited to) completion of sidewalk networks (on both sides of the street), tree plantings on both sides of the street to provide shade and comfort for pedestrians and bike lanes.**
- c) **Future active transportation connections have been identified for some of these streets and are discussed in Section 12.6.4.**

12.6.3 Potential New Public Spaces

- a) Where new major mixed use development or redevelopment is planned, new public spaces should be provided to enhance the pedestrian environment and provide amenities for residents, employees and visitors.
- b) New public spaces should be designed to be barrier free and to include a mix of design elements including, but not limited, to enhanced landscaping, shade trees, ample locations for seating, bike racks, and public art.
- c) New public spaces should be located close to the street and be connected to the pedestrian network. New public spaces should also be connected with existing or planned transit stops.
- d) Schedule K identifies a number of potential new public spaces; however, the icons depicted are for illustrative purposes only and the need, location and design of public spaces shall occur in accordance with the provisions of the *Planning Act*.
- e) The icons depicted on Schedule K are not intended to be comprehensive, and additional new public spaces will be required through the development application process.

12.6.4 Active Transportation Connections

- a) In addition to the existing and planned active transportation network, new active transportation connections are illustrated on Schedule C.
- b) The network is intended to provide a finer grain network of pedestrian and cycling connections and is provided for illustration purposes. The expectation is that improvements to the pedestrian networks be made through the redevelopment process and their location would be confirmed at that time.
- c) The following active transportation connections have been identified:
 - i) New dedicated cycling lane along the South Service Road: The South Service Road links the Transit Station with the surrounding mixed use areas and beyond. With the redevelopment of the properties directly adjacent to the Transit Station Area, the South Service Road should be provided with a dedicated cycling lane to provide an enhanced mobility split and seamless cycling connectivity with planned active transportation routes.
 - ii) Dedicated cycling lanes along Casablanca Boulevard: Dedicated, protected cycling lanes are recommended along both sides of Casablanca Boulevard to support active transportation uses along this key corridor.
 - iii) New cycling lane west of Emily Street: A new cycling lane has been proposed just west of Emily Street to connect the planned active transportation route along Livingston Avenue to the south with the future Transit Station Area to the north.
 - iv) New cycling lane along Industrial Drive: Industrial Drive provides a key route for connecting to the South Service Road and would benefit from improved cycling infrastructure to complete the cycling network in the Secondary Plan Area.

- v) **QEW Pedestrian Crossing:** A pedestrian and cycling connection across the QEW is proposed as a means to providing safe access for pedestrians across the highway between the waterfront and the Station Area. Please refer to Section 12.4.8 for further details on this connection.

12.6.5 Adjacent Development

Where new development or redevelopment is planned near a Gateway Improvement Area, the proposed development/redevelopment should be designed in a manner which enhances the function of the gateway, through:

- a) Complementary building orientation and massing;
- b) Enhanced architectural detailing;
- c) Linked private and public pedestrian connectivity;
- d) Enhanced private realm landscaping; and,
- e) Other elements as appropriate.

12.6.6 Implementation of Public Realm Improvements

- a) The public realm improvements depicted on Schedule K shall be implemented through a future Community Improvement Plan, Public Realm Master Plan, the redevelopment approvals process, or as part of other municipal works.
- b) The improvements depicted on Schedule K are intended to support growth and intensification within the Secondary Plan Area.
- c) Additional public realm improvements should be implemented through the development approvals process, based on the needs of the proposed development.
- d) Section 12.7 of this Plan provides additional details regarding implementation.

12.6.7 Urban Design Guidelines for the Public Realm

12.6.7.1 Building Public Spaces for People

- a) The Grimsby GO Transit Station Secondary Plan Area and, in particular, the lands surrounding Casablanca Boulevard, the South Service Road and the QEW suffer from an inadequate public realm. Large setbacks, significant surface parking lots, highway oriented development, lack of weather protection and outdoor public spaces, limited bike lanes, and small, poorly defined sidewalks result in inadequate walking and cycling conditions. The key directions in the Secondary Plan, including the following text, provide guidance towards improving this condition.
- b) Improving the public realm for pedestrians, cyclists and transit users will contribute to livable and animated streets and parks. As properties within the Plan Area redevelop and the area intensifies, it will be increasingly important to improve the public realm.

12.6.7.2 Boulevard Design

- a) Boulevards are the component of the public right-of-way from building face to street edge. The design of the boulevard must accommodate pedestrian circulation and an attractive public realm.**
- b) The boulevard should support its multi-purpose function: accommodating pedestrian circulation, adequate space for healthy tree growth, plants and other landscaping, bicycle parking, public art, transit shelters, street lighting, signage, street furniture, utilities and adequate space for commercial and social activity.**
- c) The boulevard width should reflect the character and function of the street. Where insufficient space exists within the right-of-way to achieve the minimum recommended boulevard width (see cross sections in Appendix 6), a combination of measures should be explored including setting buildings back at-grade and reduced lane widths.**
- d) Boulevards typically consist of the Patio and Marketing Zone (Transition Zone), Pedestrian Through Zone (Sidewalk), Planting and Furnishing Zone and Edge Zone. Cycle Tracks or Multi-Use Paths may also be part of the boulevard. Development of these zones should adhere to the following guidelines.**
 - i) Patio and Marketing Zone**
 - 1. Elements that may be located within this zone include private seating areas, planters, signage, and temporary retail displays. In areas with retail at grade, this zone should be wider to accommodate active at-grade uses.**
 - 2. Elements within the patio and marketing zone should not impede the pedestrian clearway in any manner.**
 - 3. Overhanging signage and awnings can be installed if they do not impede pedestrian travel in any manner and meet local signage regulations.**
 - ii) Pedestrian Through Zone**
 - 1. Pedestrian through zones shall typically have an unobstructed width of 1.8 to 3.0 metres.**
 - 2. Pedestrian through zones may include demarcated areas along sidewalks where vehicles may encounter pedestrians along their route (i.e. at drive aisles, crosswalks and intersections). In this case, the use of accent paving should be followed.**
 - 3. Pedestrian through zones should be provided on both sides of the road.**
 - 4. Pedestrian through zones should be designed to meet all AODA standards and be unobstructed both horizontally and vertically.**
 - 5. Constructed of a solid, stable and textured material, such as concrete.**
 - iii) Planting and Furnishing Zone**
 - 1. The width of the planting and furnishing zone may range between 1.0 to 3.0 metres depending on available space.**

2. The planting and furnishing zone will contain street furniture, street trees, street lighting and other fixed objects.
 3. Tree plantings and landscaping should be optimized to provide sun protection and reduce heat islands.
 4. In hardscaped areas, trees should be planted in continuous tree trenches utilizing soil cells to encourage longevity and viability. Soil cells can be extended under on-street parking, multi-use paths and bike facilities where soil volume is critical.
 5. No elements located within the planting and furnishing zone should impede travel within the adjacent pedestrian through zone.
 6. The tree branch direction and growth should also be considered so as to not impact people cycling in the bike lane.
 7. The planting and furnishing zone can be hardscaped or softscaped or include a mix of both types of landscaping.
 8. The design of hardscapes and softscaped surface should be designed to promote low maintenance and durable materials.
 9. Snow storage will likely occur in this area and all elements should be designed to accommodate and withstand snow loading.
- iv) Edge Zone
1. Located next to the curb.
 2. Should be a hard surface contiguous with the grade of the planting and furnishing zone. Should be constructed of durable materials appropriate for snow storage and street cleaning.
 3. Should not overlap with cycling facilities.
 4. May be designed with decorative paving.
- e) Policies 12.6.7.3 through to 12.6.7.5 include concepts for the improvement of Casablanca Boulevard, the South Service Road and the grade separation across the QEW. The expectation is that these concepts can be further refined through the Environmental Assessment process without amendment to the plan, provided that the overall objectives for these streets are met.

12.6.7.3 South Service Road

- a) Of all areas within the Plan Area, intensification along the South Service Road is the most critical to developing a vibrant mixed use community.
- b) The Secondary Plan identifies lands fronting onto the South Service Road as primarily Mixed Use (predominantly high density with some medium density) with smaller areas designated Office Employment on the eastern and western sides of the Plan Area.
- c) Existing conditions along the South Service Road consist of large consolidated properties which, over the long term, will help facilitate redevelopment.
- d) Portions of the South Service Road have been identified as Major and Minor Streetscape Improvement Areas on Schedule K. As redevelopment occurs

along the South Service Road, the street should provide better balance between transportation modes. This includes developing a boulevard and providing sidewalks along both sides of the road.

- e) Wider sidewalks will be introduced during redevelopment by requiring increased setbacks.
- f) A minimum 4.2 metre boulevard is recommended along the South Service Road to enhance pedestrian mobility and accommodate street trees, landscaping, street furniture, etc.
- g) New development should be setback an average of 2.0 metres from the public right of way to provide space for the patio and marketing zone.
- h) Excluding the patio and marketing zone, redevelopment of the South Service Road is proposed to be accommodated within a 26 metre right-of-way as illustrated on Figure 6.1 in Appendix 6.
- i) The previous general boulevard recommendations apply to the South Service Road as do the following specific design recommendations:
 - i) New buildings should be setback an average of 2.0 metres from the public right-of-way to provide space for an enhanced patio and marketing zone.
 - ii) Ensure a minimum pedestrian clearway/ sidewalk of 2.2 metres along both sides of the street.
 - iii) Provide textured edges and sound assisted crosswalks to assist the visually impaired, particularly at the major gateway where the South Service Road and Casablanca intersect.
 - iv) Feature paving should be used to delineate areas of pedestrian priority.
 - v) The Planting and Furnishing Zone plus Edge Zone should have a width of 2.0 metres.
 - vi) On-street protected cycling lanes shall be provided on both sides of the street with minimum widths of 1.5 metres and a 0.5m buffer to protect cyclists from traffic.
 - vii) Two 3.3 metre travel lanes should be provided in each direction.

12.6.7.4 Casablanca Boulevard

- a) Casablanca Boulevard is the most important north-south road within the Plan Area. The street provides access from the Queen Elizabeth Way to the Grimsby GO Station, intersects with the South Service Road and provides both visual and physical connections to the waterfront. The intersection of Casablanca Boulevard and the South Service Road demarcates the beginning of the Town of Grimsby and is identified as a Major Gateway.
- b) The Niagara Region has plans to reconstruct Casablanca as a Complete Street and construction of the Major Gateway should be coordinated as part of a total street redesign. Portions of Casablanca Boulevard have been identified as Major and Minor Streetscape Improvement Areas on Schedule K.
- c) Redevelopment of Casablanca Boulevard is proposed to be accommodated within a 26 metre right-of-way, excluding the bridge over the QEW that has a

planned right-of-way of 30 metres, as illustrated on Figure 6.2 (Appendix 6). It should be noted that Figure 6.2 represents a typical cross section, and additional turn lanes may be required as part of the detailed design of the road.

- d) The previous general boulevard recommendations apply to Casablanca Boulevard as do the following specific design recommendations:
- i) Ensure a minimum pedestrian clearway / sidewalk of 2.2 metres.
 - ii) Provide textured edges and sound assisted crosswalks to assist the visually impaired, particularly at the major gateway where the South Service Road and Casablanca intersect.
 - iii) Feature paving should be used to delineate areas of pedestrian priority.
 - iv) The Planting and Furnishing Zone plus Edge Zone should have a width of 2.0 metres.
 - v) Where trees are not irrigated already, linear tree trenches, soil cell technology, and/or structural soils should be used to ensure mature growth.
 - vi) Dedicated, protected on-street cycling lanes shall be provided on both sides of the street with minimum widths of 1.5 metres and a 0.5 metre buffer from traffic.
 - vii) Vehicle parking or stopping is not permitted within cycling facilities.
 - viii) Two 3.3 metre travel lanes should be provided in each direction.

12.6.7.5 Casablanca-QEW Crossing

- a) As it traverses the QEW, Casablanca Boulevard is to be designed within a 30 metre right-of-way (see Figure 6.3, Appendix 6).
- b) As described below, this right-of-way shall accommodate a pedestrian clearway, buffered bicycle lanes, two travel lanes in each direction and a centre median with buffer. Specific design recommendations include:
 - i) A pedestrian clearway / sidewalk of 3.4 metres.
 - ii) Dedicated on-street cycling lanes shall be provided on both sides of the street with minimum widths of 1.8 metres.
 - iii) Cycling lane buffers shall be provided on both sides of the street with minimum widths of 0.8 metres.
 - iv) Provide a landscaped median with a minimum width of 2.0 metres and 1.0 metre median buffers on either side.
 - v) Landscape materials should have particular regard for survivability, salt tolerance, and the need for consistency with landscaping on the road edge and on adjacent lands.
 - vi) Two 3.5 metre travel lanes should be provided in each direction.
 - vii) A bike turn box should be added for cyclists turning left into the GO Transit Station.

12.6.7.6 Street Furniture

- a) **Street furniture consists of the benches and seats, two-stream waste receptacles, shelters, drinking fountains, weather protection, etc. that provides the setting for resting, sitting and eating and social encounters within the public realm.**
- b) **For future road construction or reconstruction, as identified in the transportation section (Section 12.4) of this plan, it will be important to properly locate street furniture so that they do not impede pedestrian movement.**
- c) **Preferably street furniture should be located within the Planting and Furnishing Zone.**
- d) **Other guidelines for street furniture include:**
 - i) **The Town should select strategic locations for groupings of furniture that would benefit adjacent retail establishments and the public. For example, waste receptacles are appropriate near food establishments and benches are welcome near public spaces and cafes and patios. These locations should include the Major Gateway identified on Schedule K of this Plan.**
 - ii) **Groupings of benches should be located in new green/park spaces through the Plan Area. Street furniture should be designed with the aim of being accessible for all including the disabled and elderly (e.g., arms on benches).**
 - iii) **Pedestrian-scaled lighting should be implemented to improve safety 24/7.**
 - iv) **Street furniture should be linked together, where appropriate, to stimulate social encounters.**

12.6.7.7 Public Art & Heritage Interpretation

- a) **Public art installations can be stand-alone or integrated into buildings, street furniture and other infrastructure.**
- b) **Public art has the capacity to animate public spaces, bringing them to life. Public art can be temporary or permanent. It can reflect an area's natural setting, spirit, unique history or aspirations and can draw attention to universal themes or local, regional, national and global issues. Public art has the ability to inspire thought and reflection. Or it can just be fun.**
- c) **The design of public art should:**
 - i) **Be located in high-use areas such as public parks, plazas, curb extensions, multi-use paths, etc. These locations should include the Major Gateway, the potential public space improvement area, and potential new public spaces identified in Schedule K of this Plan.**
 - ii) **Be limited near forms of traffic control (i.e. stop signs) to minimize driver distractions and sight-line obstructions.**
 - iii) **Be durable and easily maintained.**
 - iv) **Reflect secondary plan policy for its coordination and maintenance.**
- d) **Where new development is proposed, the Town will encourage public and private sector development to include historical signage which recognizes important aspects of the area's cultural heritage and history.**

12.6.7.8 New Public Open Spaces

The Secondary Plan recommends new public open spaces be provided at the following locations, which are also identified as potential new public spaces and potential public space improvement areas in Schedule K of this Plan:

- a) At the northeast corner of Industrial Drive and the South Service Road;
- b) At the southwest corner of Casablanca Boulevard and the South Service Road; and
- c) East of Casablanca Boulevard and South of the South Service Road.

12.6.7.9 Semi-Public Open Spaces

- a) The majority of open spaces within the Plan Area will be semi-public open spaces.
- b) Their function will be similar to that of public open spaces, but the land will be under control of agencies such as Metrolinx or private developers via condominium corporations.
- c) Semi-public open spaces should be designed to:
 - i) Provide direct access from adjacent public sidewalks
 - ii) Be visible from active indoor areas.
 - iii) Include features (e.g. paving, seating, public art, etc.) constructed of materials equal in quality and appearance to those used in station entrances, main private buildings and nearby public spaces.
 - iv) Maximize sun exposure through the location and massing of taller building elements.
 - v) Use hard and soft landscaping materials that are high quality, easily replaceable and low maintenance.
 - vi) Select site furnishings (e.g. play equipment, public art, shelters, signage, fencing, etc.).
 - vii) Use plant materials that are low maintenance, and pest and disease resistant.
- d) A key series of suggested semi-public open spaces has been included within the Secondary Plan between the South Service Road and the rail line within the mixed use development east of Casablanca Boulevard. This area is identified as a potential new open space on Schedule K of this Plan.

12.6.7.10 Landscaping

- a) Providing improved landscaping, along the South Service Road and Casablanca Boulevard and within public and semi-public open spaces, will help create visual continuity throughout the Plan Area.
- b) Trees shall be incorporated into public street design and will frame all streets and pathways, enhanced landscaping will be priority along the major and minor streetscape improvement areas identified on Schedule K. Trees

- provide shade and comfort and enhance the visual and environmental qualities of the street.
- c) To sustain trees, planting should occur in sufficiently deep and wide planting areas backfilled with appropriate soil. Native and disease-resistant species for street trees should be used, wherever possible, to promote long-term growth.
 - d) The following are general landscaping guidelines that should be adhered to as the Plan Area develops:
 - i) To allow for full growth and to ensure their long-term viability, street trees should be planted with appropriate soil volume in continuous tree trenches.
 - ii) Where compaction of planting soil is anticipated, the use of soil cells should be considered.
 - iii) Only species that are tolerant of urban conditions should be used. Mono-culture planting may, in the case of disease, be entirely lost and is, therefore, strongly discouraged. Refer to Niagara Peninsula Conservation Authority's Native Plant Guide for information on appropriate native plants.
 - iv) Plantings should be selected that require little maintenance and do not require the use of pesticides and fertilizers.
 - v) Shrub and ground cover planting should be utilized in open tree pits, provided the minimum pedestrian clearway dimension is available.
 - vi) Careful consideration should be given to the type and location of trees. Higher branching trees should be positioned to ensure there is no interference with truck traffic. Sight lines should also be considered in the location of trees planted at intersections.
 - vii) Seasonal appeal, especially for the winter months should be considered for all plantings.
 - viii) The planting of trees as infill along existing streets where the rhythm of existing trees is interrupted should be implemented.

12.6.7.11 Low-Impact Development

- a) Low-Impact Development is an approach to managing stormwater run-off at the source by replicating natural watershed functions. It uses simple, cost-effective methods to capture, detain and treat stormwater.
- b) General guidelines that should be adhered include:
 - i) Incorporate LID practices where possible and as appropriate. LID options can include:
 - ii) Bio-swales or drainage swales;
 - iii) Bioretention planters, units or curb extensions;
 - iv) Perforated pipe system;
 - v) Permeable paving; and
 - vi) Pre-cast tree planters or soil cells.

vii) Where possible, replace unnecessarily paved areas with permeable materials (medians, dedicated parking lanes / lay-bys, traffic islands). However, do not use permeable materials within the pedestrian through zone.

12.6.7.12 Cultural Heritage and Archaeology

- a) It is the intent of this Plan to introduce design and interpretive elements reflective of Grimsby's Cultural Heritage and Archaeology in the design of the future transit station and associated landscape environs.
- b) In order to enhance the sense of place, the town will aim to incorporate plaques, murals and public art which are reflective of Grimsby's cultural heritage and archaeology throughout the neighbourhood.

12.6.8 Urban Design Guidelines for the Private Realm

12.6.8.1 Site Design

- a) Community design includes the location and orientation of buildings. When sited and designed correctly, buildings will enhance the character of the street and neighbourhood. This can be accomplished through protecting and directing views, providing a consistent street wall and relating buildings to the street and pedestrian activities.
- b) The Grimsby GO Transit Station Secondary Plan Area includes significant lands with redevelopment potential. These lands are primarily located within the following areas:
 - i) South of the QEW, north of the South Service Road and west of Casablanca Boulevard;
 - ii) North of the rail line and south of the South Service Road (with the exception parcels along the Plan Area perimeter to the east and west)
- c) These lands are designated Mixed Use, Office Commercial, and Parks and Open Space. It is critical that the design of these sites ensure that buildings contribute to a human scale while providing a fine-grained street and block network.
- d) Building floor plates should be appropriate to support intensification and innovative employment and tourism uses as well as transit investment.
- e) New buildings within the Plan Area should frame and address the street, while taller buildings and elements will be located to minimize shadow impacts and maximize solar exposure.

12.6.8.2 Gateway Features

- a) One major gateway is proposed at the intersection of Casablanca Boulevard and the South Service Road.
- b) The demarcation of gateways are created through the provision of consistent elements such as signage and wayfinding, urban space,

hardscaped or landscaped surfaces, public art and appropriate built form to provide orientation and to assist in defining a neighbourhood's distinct character.

- c) The design should:
 - i) Create a sense of entrance and arrival, contributing to community image and identity, at a scale appropriate for the given context. Elements contributing to gateway features and design include: signage and wayfinding, trees and other landscaping, feature lighting, paving, seat walls and public art.
 - ii) Development at gateways should meet a high standard of design, recognizing their role as a gateway, and be appropriately oriented to the public realm.

12.6.8.3 Access and Entrances

- a) Vehicular access to on-site parking, loading and servicing facilities should be located from secondary streets and rear lanes wherever possible.
- b) Where this is not possible, mid-block access can be considered in instances where:
 - i) The driveway is located an appropriate distance from the nearest intersection or side street;
 - ii) Appropriate spacing between adjacent driveways is maintained resulting in no more than one driveway every 30 metres;
 - iii) Opportunities to consolidate shared access to minimize curb-cuts are prioritized; or
 - iv) Consideration is provided to contain mid-block driveways within the building massing with additional floors built above.

12.6.8.4 Parking (General)

- a) As the Secondary Plan Area develops, a variety of parking solutions will be appropriate to support increased densities and build out of the Station Area.
- b) As a general rule, surface parking should be designed to minimize its visual impact and to allow for future intensification as a development site.
- c) As such, the layout of parking should consider site access, landscaping and site servicing that will permit the eventual redevelopment of these sites.

12.6.8.5 Surface Parking Lots

- a) Surface parking lots should be divided into smaller "parking courts." Large areas of uninterrupted surface parking should be avoided.
- b) Surface parking areas should be located at the rear or side-yard of a building and should not be placed between the front face of a building and the sidewalk.
- c) Driveways to parking should be from rear lanes and side streets wherever possible.

- d) Shared parking and shared driveways between adjacent properties are encouraged. Where multiple access points currently exist, they should be consolidated where possible.
- e) Where appropriate, permeable paving should be considered to promote drainage.
- f) Use planting strips, landscaped traffic islands and/or paving articulation to define vehicle routes that include pedestrian walkways, improve edge conditions and minimize the aesthetic impact of surface conditions.
- g) Distinctive pavement and pavement parkings should be used to indicate pedestrian crossings and create an interesting visual identity.
- h) Clear, 1.5 metre (minimum) dedicated pedestrian routes should provide direct connections from parking areas to building entrances.
- i) Pedestrian-scaled lighting should be provided along pathways.
- j) Preferential parking (i.e. accessible parking stalls, bicycles, car-share, energy efficient vehicles) should be located close to building entrances.
- k) Parking along the GO rail tracks should be adequately screened with high-quality landscaping.
- l) Parking on corner lots is discouraged. However, where required, it should be screened by landscaping.

12.6.8.6 Landscaping for Parking

- a) High quality landscaping treatments should be used to define site boundaries, provide buffers between adjoining developments, and screen storage and utility areas.
- b) Parking should be screened from the public realm.
- c) Landscaped parking islands, of at least 1.5 metres wide, at the end of parking rows and pedestrian connections that contain salt tolerant shade trees are encouraged. Selection of plant materials should consider the following:
 - i) Year-round maintenance;
 - ii) Seasonal variety;
 - iii) Hardiness and resistance to disease;
 - iv) Maintenance requirements; and
 - v) Tolerance of plant materials to salt and urban conditions.

12.6.8.7 Bicycle Parking

- a) Bicycle parking should be provided at regular intervals along major roads such as the South Service Road, Casablanca Boulevard, and other areas of high pedestrian activity such as the new east-west road east of Casablanca, and located close to building entrances.
- b) Bicycle parking should not impede pedestrian circulation. Post-and-ring and inverted 'u' parking, constructed of painted or galvanized steel, is preferred as larger units can impede pedestrian movement and snow clearing.

- c) **Bicycle parking and storage facilities should encourage active transportation, including parking at the GO Station, within public parks and open spaces and short term bicycle storage at employment areas.**
- d) **Provide secure and plentiful bicycle parking at the GO Station entrances.**
- e) **Provide sheltered bike areas that are integrated with the station design and located in highly visible areas in the vicinity of platform access points.**
- f) **In addition to bicycle racks, bicycle lockers are strongly encouraged especially for large office developments and at the GO Station.**

12.6.8.8 Structured Parking

- a) **While it is not expected that structured parking will be provided in early phases of the Plan, parking lots are to be designed such that as the Plan Area intensifies, surface parking lots can transition to structured parking.**
- b) **Structured parking should adhere to the following guidelines:**
 - i) **Integrate above-ground parking structures into the streetscape through active at grade uses, and attractive facades that animate the streetscape and enhance pedestrian safety.**
 - ii) **Locate pedestrian entrances for parking structures adjacent to station entrances, main building entrances, public streets or other highly visible locations.**
 - iii) **Screen parking structures from view at sidewalk level through architectural detailing and landscaping.**

12.6.8.9 Storage, Servicing and Loading

- a) **Loading docks, outside storage and service areas are to be located in areas of low visibility such as at the side or at the rear of buildings.**
- b) **Where possible, accommodate garbage storage areas within the building. Where this is not possible, screen outdoor storage areas from public view through an attractive and integrated enclosure.**
- c) **Outside storage and servicing facilities should be constructed of materials to match or complement the building material.**
- d) **Service and refuse areas should be designed with a paved, impervious surface asphalt or concrete to minimize the potential for infiltration of human materials.**
- e) **Loading and service areas may occupy the full rear yard if adequate landscape edge and buffer treatments are provided.**
- f) **Service and refuse areas are not to encroach into the exterior side or front-yard set-back.**

12.6.8.10 Front Property Setbacks

To create a consistent street wall to frame Casablanca Boulevard, ~~North~~ and the South Service Roads and to create an active streetscape, design should:

- a. Locate buildings at the front property line, or applicable set-back line.
- b. Provide additional setbacks in areas with retail at grade to accommodate outdoor display areas, seating and landscaping.
- c. Where streets have a variety of setbacks, locate new buildings at a setback distance that reflects the average of the adjacent buildings.

12.6.8.11 Rear Setbacks and Transitions

Where mid-rise sites abut existing stable residential areas, the following rear setbacks and transitions are required to minimize shadow and privacy issues on adjacent uses:

- a) Provide a 7.5 metre setback from abutting property lines.
- b) Apply a 45-degree angular plane from the abutting property line.
- c) Apply a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line from the abutting property line.

12.6.8.12 Sites Abutting Open Spaces

Where buildings are adjacent to open spaces (i.e. Transit Plaza), apply shadow testing on a site-by-site basis to ensure a minimum of five hours of sunlight per day from spring to fall, in accordance with guidelines in Section 12.6.9.4 of this plan.

12.6.8.13 Built Form, Mid Rise Building Design

A mid rise buildings is considered to be any building 4 to 11 storeys in height. Refer to Schedule H for the maximum permitted heights in this Plan. Mid-rise buildings should:

- a) Focus residential mixed use density, consistent with the Secondary Plan, to support the feasible integration of ground floor retail and amenity spaces within the Station Area north of the rail corridor.
- b) Generally be located at the front property line to create a continuous streetwall.
- c) Be aligned with street frontages along corner sites.
- d) Minor variations in setbacks are encouraged to facilitate wider boulevards, accommodate public amenity space and create a more interesting streetscape.
- e) Taller buildings should have a building base (podium).
- f) Taller buildings should step back 3.0 metres above the building base.
- g) An additional stepback may be required using 80% of the width of the right-of-way at a 45 degree angular plane to determine the appropriate step-back, as shown in Figure 6.4 of Appendix 6.
- h) Main building entrances should be directly accessible from the public sidewalk.

- i) The ground floor of all buildings with commercial uses should be 4.5 metres (floor-to-floor height) to accommodate internal servicing and loading, and future conversion to retail (where appropriate).
- j) Maximum building height should be no greater than the identified maximum Secondary Plan building heights.
 - i) 60 percent of the building frontage on the ground floor and at building base levels should be glazed to allow views of indoor uses and to create visual interest for pedestrians.
 - ii) Clear glass is preferred over tinted glass to promote the highest level of visibility, and mirrored glass should be avoided at street level.
- k) Balconies should be designed as integral parts of the building, which may include protruding balconies. Balconies should not be designed as an afterthought.

12.6.8.14 Built Form, Tall Building Design

- a) Tall buildings are those exceeding 12 storeys and that conform to secondary plan policies. The potential for tall buildings has been identified for parcels west of Casablanca Boulevard between the QEW and the South Service Road.
- b) Tall building guidelines that are critical to the overall vision or the Secondary Plan Area include:
 - i) Setback the tower elements of tall buildings a minimum of 10 metres from the rear and side property line.
 - ii) Where two towers can be located within a single development, or on adjacent properties, provide a 25 metre separation distance between the towers.
 - iii) Apply shadow testing on a site-by-site basis to ensure nearby streetscapes, private and shared outdoor amenity areas, parks, and natural areas receive a minimum of five hours of sunlight per day from the spring to the fall. Shadow testing shall be done in accordance with guidelines in Section 12.6.9.4 of this plan.
 - iv) Undertake a wind study to demonstrate that there are no negative impacts on adjacent properties or the public realm;

12.6.8.15 Built Form, Podiums and Stepbacks

- a) A clear building podium, defined by a front stepback, reinforces a consistent streetwall, helps to integrate new development into an existing lower building fabric, and helps create a human-scaled street.
- b) As no established streetwall height exists within the Secondary Plan Area, the height of the podiums should range between 3 to 6 storeys.
- c) Taller buildings should step back 3.0 metres above the building base.
- d) An additional stepback may be required using 80% of the width of the right-of-way at a 45 degree angular plane to determine the appropriate step-back

(see Figure 6.4 of Appendix 6).

12.6.8.16 Built Form, Employment Office

- a) Employment Office uses are primarily identified towards the eastern and western boundaries of the Secondary Plan Area along the South Service Road.**
- b) Development of Employment Office uses should adhere to the following design guidelines:**
 - i) Buildings should be located to address the principal public street, in particular the South Service Road, but may incorporate setbacks that provide attractive landscaping and tree-planting.**
 - ii) The principal facades should incorporate large glazed areas and entrances, providing visibility between the building and the street.**
 - iii) Parking should not be located between the principal facade and the adjacent street / sidewalk.**
 - iv) Main entrances should be directly accessible from public sidewalks.**
 - v) Where possible, shared driveways should be provided.**
 - vi) Open storage should be minimized. Where permitted, it should be screened from public view.**
 - vii) Site design must define a well-organized system of entrances, driveways and parking areas that minimizes conflicts between pedestrians, bicycles and vehicles. Roof top units should be screened from view.**
 - viii) On large, flat roofs, opportunities for green roofs and / or patios should be incorporated to create green spaces and usable outdoor amenity areas for employees.**

12.6.8.17 Built Form, Employment - General Industrial

- a) Employment - General Industrial uses are located between the South Service Road and the rail corridor along Roberts Road.**
- b) Development of Employment - General Industrial uses should adhere to the following urban design guidelines:**
 - i) Industrial buildings should address the street to define a more urban street edge.**
 - ii) The highest quality of building design should be applied to the building facades facing the public street or open space.**
 - iii) Corner buildings should address both street frontages.**
 - iv) Minimum amounts of parking should be located in the front yard. Where large parking fields are necessary, landscape elements should be introduced to break up large asphalt areas and identify pedestrian access to buildings.**
 - v) Outdoor storage should generally not be visible from the public street or open space. Where outdoor storage is required, it should be screened with fencing and /or landscaping.**

vi) Office components of the building should address the street.

12.6.8.18 Built Form, Facade Design

The aesthetic qualities of a building's façade are a vital factor in how the public perceives the building and how that building impacts their experience of the street. The design of a building's façade should adhere to the following guidelines:

- a) Façades facing streets, sidewalks and public open spaces should be composed of large areas of glazing to encourage pedestrian interaction and enhance safety.
- b) Extend finishing materials to all sides of the building, including building projections and mechanical penthouses.
- c) Avoid blank walls, or unfinished materials along property lines, where new developments are adjacent to existing smaller-scaled buildings.
- d) Articulate the façades of large buildings to express individual commercial or residential units through distinct architectural detailing, including entrance and window design.
- e) Utilize a design and material quality that is consistent and complementary.
- f) Where lots have frontages on an open space, provide dual façades that address both frontages with an equal level of material quality and articulation.
- g) Emphasize the focal nature of corner buildings through elements such as projections, recesses, special materials, and other architectural details.
- h) Provide weather protection through architectural details such as vestibules, recessed entrances, covered walkways, canopies and awnings.

12.6.8.19 Built Form, Sustainable Building Design

- a) Buildings account for approximately 40 percent of greenhouse gas (GHG) emissions in North America. Adopting sustainable practices in building design not only decreases the amount of GHG emissions released, but also lower operating costs.
- b) Key considerations for achieving sustainable building design include:
 - i) Building orientation;
 - ii) Sustainable landscape design;
 - iii) Urban heat island mitigation;
 - iv) Stormwater management;
 - v) Alternate transportation options;
 - vi) Renewable energy;
 - vii) Green roofs;
 - viii) Building envelope design;
 - ix) Natural ventilation;
 - x) Daylight design;

- x) Dark sky design;
 - xii) Bird friendly design;
 - xiii) Waste management; and
 - xiv) Water use reduction and waste water technologies.
- c) Sustainability goals and guidelines are included throughout the document, but the key guidelines are outlined in the following sub-sections.

12.6.8.20 Built Form, Passive Solar Design

- a) The locations of buildings to each other and to open spaces influences the amount of energy they consume as well as comfort and quality of interior and exterior spaces.
- b) New development within the Secondary Plan Area should be massed to maximize opportunities for access to natural light and heating, cooling, security and views.
- c) Building design should analyze site characteristics and address existing conditions. For example:
 - i) Intended uses within buildings should be arranged to make the best of natural conditions.
 - ii) The following climatic conditions should be analyzed when designing block layout, buildings and open spaces:
 1. Solar loss and gain;
 2. Temperature;
 3. Air quality;
 4. Wind conditions
 5. Cloud cover; and
 6. Precipitation.
 - iii) Within new developments, residential uses should maximize indirect natural light.
 - iv) Within new developments, retail or office uses that employ heat-producing machinery should face north.
 - v) Trees and vegetation, operable windows, treated glass, roof coverings and other building elements should be selected to take advantage of natural means of regulating interior temperature, lighting and other environmental variables.

12.6.8.21 Built Form, Energy Efficiency

- a) As mentioned, buildings use a significant amount of energy and contribute to the production of GHG. Reducing energy use in buildings is, therefore, an important strategy to reduce the environmental impact of urban development.
- b) Design should utilize life-cycle cost analysis to take long-term energy costs into account. This will lead to adjustments in the orientation of buildings and

the configuration of internal spaces to make the best use of natural processes to control interior environmental variables.

- c) Life-cycle cost analysis should be used to evaluate mechanical, electrical and plumbing systems.
- d) Buildings and windows should be oriented and designed to optimize natural means of heating, cooling, ventilating and lighting interior spaces.
- e) Street and pedestrian-scaled lighting systems should incorporate LED technology to reduce energy and maintenance demand.
- f) Development proposals are encouraged to explore the potential use of geothermal technology to reduce grid energy dependency.
- g) Inventories of all plumbing fixtures and equipment, as well as all heating, ventilation and air conditioning systems, should be summarized in building packages as well as a strategy for minimizing water demand.
- h) Canada Mortgage and Housing Corporation standards and design guidelines should be implemented and exceeded where appropriate.
- i) Buildings should consume energy at a rate that is at least 10 percent lower than specified by the Commercial Building Incentive Program (CBIP) administered by Natural Resources Canada.

12.6.9 Design Integration

12.6.9.1 Developing Accessible and Comfortable Communities

- a) The transformation of the Secondary Plan Area from a landscape dominated by low density industrial and commercial buildings, vacant lots and surface parking to a vibrant, transit supportive community will be measured by transit ridership, the number of people on the streets, the vitality of new businesses including a mix of uses, an urban built form for new industrial and office commercial buildings that directly addresses the Station Area and primary roads such as the South Service Road, and an improved public realm.
- b) The successful design of buildings, streets and open spaces will be reinforced by new comfortable, welcoming, weather protected and accessible connections between buildings that promote an inviting community atmosphere.
- c) The guidelines in this section outline key considerations to support the development of accessible and comfortable communities.

12.6.9.2 Accessibility

- a) Complete Communities are accessible for all residents. While this includes ensuring that residents have access to jobs and transit, it also includes designing buildings and public spaces that allow for ease of movement for people of all ages and abilities.
- b) A key to providing a high quality public realm is making it accessible to all people. The guidelines and requirements in the following documents provide

more detailed information with respect to creating and promoting accessible environments and should be referred to in the design of all public and private spaces:

- i) Ontario Building Code;
 - ii) Accessibility for Ontarians with Disabilities Act; and
 - iii) Principles of Universal Design.
- c) As well, recent changes to the Planning Act enable the Town of Grimsby to secure facilities designed to have regard for accessibility for persons with disabilities through Site Plan Control.

12.6.9.3 Crime Prevention Through Environmental Design

- a) All publicly accessible areas, including streetscapes, parks, parkettes, mid-block connections, forecourts and patios, should conform to the provisions recommended through CPTED (Crime Prevention Through Environmental Design).
- b) The application of CPTED principles should address items such as:
 - i) Providing clear views to sidewalks and public areas.
 - ii) Taking advantage of passing traffic surveillance as a deterrent for unwanted activities.
 - iii) Identifying point of entry locations.
 - iv) Placing amenities such as seating and lighting in areas where positive activities are desired and expected.

12.6.9.4 Microclimate and Shadows

- a) The design of buildings should be informed by their context including their impact on adjacent properties.
- b) The design of buildings within the Plan Area will be informed by shade and micro-climatic studies that examine wind mitigation, solar access and shadow impacts on adjacent streets, open spaces, buildings and associated properties.
- c) Building massing should allow ample sunlight to penetrate to the sidewalk and adjacent public spaces, and should mitigate the impact of high winds to support pedestrian comfort.
- d) Where existing and future open spaces are adjacent to development sites, the scale of development will be restricted as determined through wind and shadow studies.
- e) Building and site design will provide semi-weather protected spaces that blend indoor and outdoor uses including deep canopies, overhangs, sheltered terraces, roof terraces, courtyards, forecourts and gardens that optimize active use throughout the year.

- f) **Taller buildings should include step backs to mitigate the perception of building height from the surrounding areas.**
- g) **Shadow studies for blocks and individual buildings should be undertaken on the equinoxes and solstices at the following time intervals:**
 - i) **Solar Noon;**
 - ii) **Hourly intervals before and after Solar Noon up to and including 1.5 hours after sunrise and 1.5 hours before sunset.**

12.7 Implementation and Phasing

12.7.1 Phasing and General Timeline for Capital Improvements

- a) **This Secondary Plan identifies a number of capital improvements to the public realm and transportation network.**
- b) **Table 12.1 (Appendix 6) outlines the short, medium and long-term priorities to implement the capital improvements within the Secondary Plan area.**
- c) **Short-term priorities are intended to be implemented within a 5 year timeframe.**
- d) **Mid-term priorities are intended to be implemented within a 10-year timeframe.**
- e) **Long-term priorities are intended to be implemented within a 20-year timeframe.**
- f) **Modifications to Table 12.1 may be required due to shifts in capital planning, funding, or strategic priorities, and can be made without an amendment to the Secondary Plan.**

12.7.1.1 Municipal Capital Improvements

- a) **The Town will prepare a phasing strategy as to assist with the implementation of this Secondary Plan. The Phasing Strategy should consider the following:**
 - i) **The capital improvement priorities identified in Table 12.1 of this Secondary Plan;**
 - ii) **The expected timing of development, including the expected build-out of vacant lands and redevelopment of existing areas;**
 - iii) **The timing of any potential transportation, infrastructure and public realm improvements; and,**
 - iv) **Any other projects or initiatives which may impact the timing of development.**
- b) **Priority should be given to improvements in the general Transit Station Area, as identified on the Transportation Improvement Plan and Public Realm Improvement Plan, that support transit- oriented development and intensification in these areas.**

12.7.2 General Implementation

The Grimsby GO Transit Station Secondary Plan shall be implemented through a variety of tools, including but not limited to:

- a) The planning and development application process, through tools such as site plan approval, plans of subdivision and condominium and consents to sever;
- b) Town of Grimsby Transportation Master Plan;
- c) The Town Grimsby Zoning by law;
- d) Community Improvement Plan; and,
- e) Other tools as described in this Chapter.

12.7.3 Municipal Works within the Secondary Plan

All future municipal works undertaken by the Town of Grimsby within the Secondary Plan Area shall be consistent with the policies of this Plan.

12.7.4 Official Plan Amendments

- a) Unless otherwise stated in this Plan or the Town's Official Plan, applications for development which do not align with the Policies or Maps of this Plan shall require an Official Plan Amendment.
- b) Amendments to the Official Plan shall be subject to policies of the Official Plan and shall require a planning justification report, along with any other supporting studies identified through the pre-consultation process.

12.7.5 Development Applications

- a) All development will be planned and zoned as per the policies and plans of this Secondary Plan and the Official Plan, and will be implemented through zoning that incorporates provisions relating to such elements as setbacks and built to lines, height, density, mixing of uses and building siting.
- b) Additional study requirements may be identified by the Town during pre-submission consultation or as part of the complete application requirements set out in the Official Plan.

12.7.6 Community Improvement Plan

- a) To assist and accelerate redevelopment and facilitate further public realm improvements within identified areas within the Secondary Plan Area, the Town will consider modifying its Community Improvement Plan programs (CIP), creating a new CIP for intensification areas and preparing a Public Realm Master Plan for key areas within the Secondary Plan Area.
- b) The rationale for completing a Community Improvement Plan and Public Realm Master Plan as part of the Secondary Plan's implementation is to ensure that:

- i) The proposed public realm improvement projects are appropriately planned and accounted for in the Town and Regional capital budget, including any property acquisitions which may be required to complete the proposed streetscaping, public space and gateway improvements;**
- ii) Location of the proposed improvements can be confirmed through additional detailed analysis and site level review; and,**
- iii) There is a competitive suite of financial incentives to promote intensification and redevelopment such as, but not limited, to incentives for greyfield and brownfield redevelopment, lot consolidation/assembly, residential infilling and/or mixed use intensification, etc.**

12.7.7 Signage and Wayfinding Strategy

- a) Upon adoption of the Secondary Plan and the completion of the Community Improvement Plan, the Town will prepare a signage and wayfinding strategy for the Town of Grimsby.**
- b) The purpose of the signage and wayfinding strategy is to reduce visual pollution and improve wayfinding.**
- c) The Town may also refer to the Niagara Region's Transportation Master Plan Bikeway Identification and Destination Wayfinding Signage for Cyclists document for further guidance.**

12.7.8 Coordination with the Regional Municipality of Niagara

- a) The Town will work with Niagara Region, who is the approval authority for this Plan, to ensure that the policies of this Plan are implemented, including any opportunities to implement the urban design and public realm improvements through any future Regional works.**
- b) The Town also encourages Niagara Region to consider opportunities for affordable housing development within the Secondary Plan area.**

12.7.9 GO Transit Service

- a) The Town of Grimsby will work collaboratively with Niagara Region and other appropriate agencies (including Grimsby Transit and the Niagara Peninsula Conservation Authority) to ensure that the planning, design and implementation of expanded GO transit service and development of the GO Transit Station Area addresses the vision and policies of this Plan.**
- b) It is expected that the Town will collaborate with the Region and agencies to ensure that:
 - i) The station area includes attractive, active-transportation friendly and transit supportive public spaces and connections;**
 - ii) The station area is planned to address integrated and a diversity of mobility options and seamless access; and,**
 - iii) The station area is designed to help support the mixed-use vision for the Secondary Plan.****

12.7.10 West Niagara Transit Terminal

In conjunction with Niagara Region and other appropriate agencies, the Town will consider future opportunities to locate a Regional Transit Terminal in the lands south of the Station Area, to provide connectivity to transit across the Region.

12.7.11 Development Charges

The Town will include any growth-related infrastructure identified in this plan as part of the next Development Charges By-law update.

12.7.12 Parkland Dedication

- a) Where the Town accepts cash-in-lieu of parkland dedication, the Town will dedicate the funding to the development of the public space program for the Secondary Plan area.**
- b) The Town will prioritize development which contributes to the enhancement of the public realm and transportation.**
- c) The policies pertaining to parkland dedication as outlined in Section 11.3.4.2 of the Town's Official Plan will apply. In addition, parks within the Secondary Plan Area should meet a minimum of 0.5 hectares in size.**
- d) Please refer to "Potential New Public Space" locations shown on Schedule G and Schedule K, and to Section 12.6.7.8 Potential New Public Space in this Plan for additional guidance.**

12.7.13 Monitoring Program

- a) The Town will prepare a monitoring program to track the implementation of the Secondary Plan and report on the progress of its implementation. The monitoring program will primarily be undertaken as part of the 5-year review of Official Plan (please refer to Section 9.19 of the Town's Official Plan).**
- b) The Monitoring program should identify development statistics for residential intensification and the status of the various actions identified in this Plan (such as the Community Improvement Plan and various streetscape projects).**
- c) Monitoring of market conditions should be incorporated into the monitoring program to maintain the competitiveness of the Downtown relative to the Secondary Plan area.**

12.7.14 Updating the Plan

The Town will comprehensively review the policies of this Secondary Plan at the 5-year review of the Town's Official Plan. Depending on the outcomes of the review, the Town may decide to update the Plan.

12.7.15 Conflicts with Official Plan

In the event of a conflict between the Official Plan and this Secondary Plan, the Policies of the Secondary Plan shall prevail.

12.7.16 Boundaries

- a) The boundaries shown on the Secondary Plan Maps are approximate, except where they meet with existing roads, Niagara Escarpment Conservation Area or other clearly-defined physical features.**
- b) Where the general intent of this Secondary Plan is maintained to the satisfaction of the Town of Grimsby, minor boundary adjustments will not require an amendment to this Secondary Plan.**

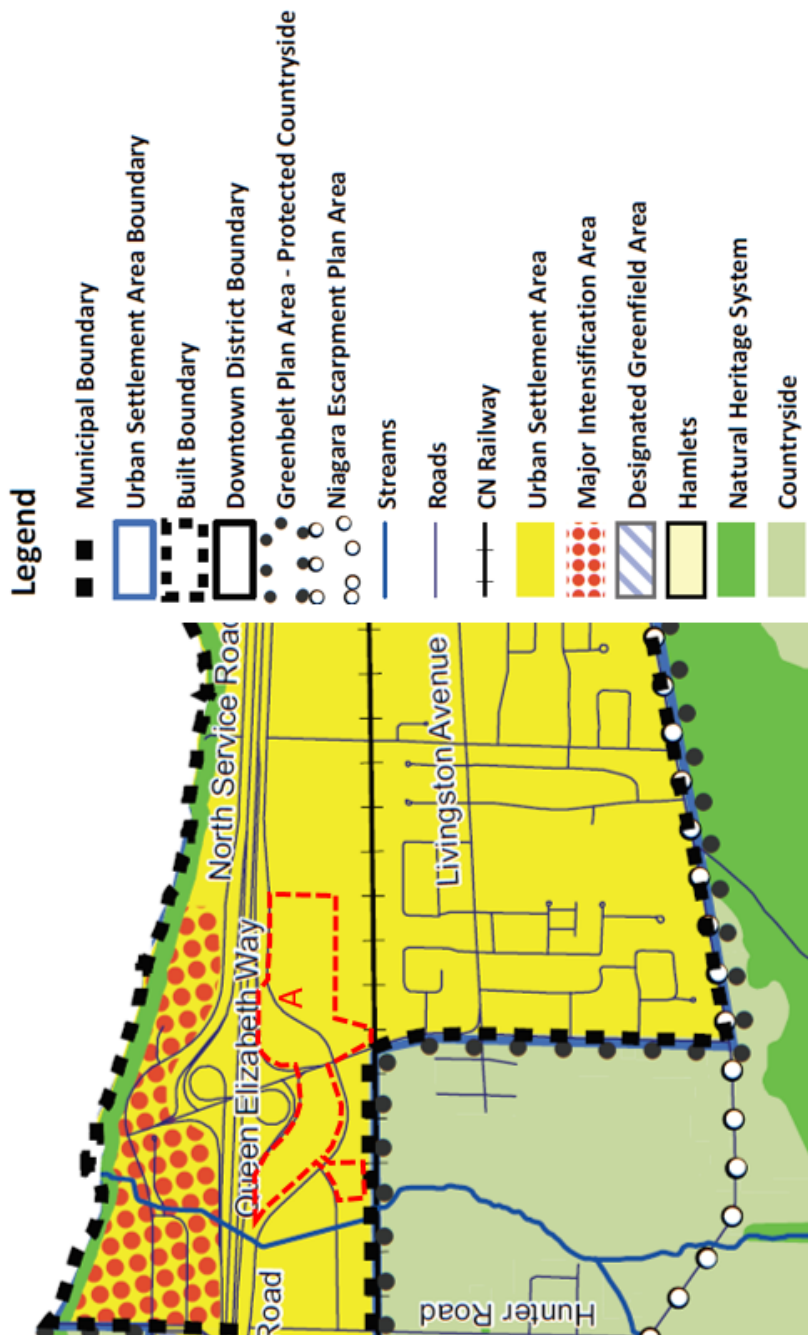
- 10. Add Schedule 'G' as shown in Schedule 5 of this amendment.
- 11. Add Schedule 'H' as shown in Schedule 6 of this amendment.
- 12. Add Schedule 'I' as shown in Schedule 7 of this amendment.
- 13. Add Schedule 'J' as shown in Schedule 8 of this amendment.
- 14. Add Schedule 'K' as shown in Schedule 9 of this amendment.
- 15. Add 'Appendix 6' (includes Figure 6.1: Cross Section - South Service Road between Industrial Drive and Casablanca Boulevard; Figure 6.2: Cross Section - Casablanca Boulevard (Typical Cross Section); Figure 6.3: Cross Section - Casablanca Boulevard (Bridge over QEW - Subject to the Casablanca Environmental Assessment); Figure 6.4: Schematic Representation of Building Stepback for a Mid-Rise Building; and Table 12.1: Phasing Plan for Capital Improvements, referenced in text of Section 12.0 Grimsby GO Transit Station Secondary Plan). Appendix 6 is shown as Schedule 10 of this amendment.

SCHEDULES OF THE AMENDMENT

SCHEDULE 1 TO AMENDMENT NO. 6 OF THE TOWN OF GRIMSBY OFFICIAL PLAN

SCHEDULE A: MUNICIPAL STRUCTURE

To be changed:
A: Major Intensification Area extended to include Mixed-Use High Density lands south of QEW



SCHEDULE 2 TO AMENDMENT NO. 6 OF THE TOWN OF GRIMSBY OFFICIAL PLAN



SCHEDULE B: LAND USE

To be changed:
 A – Service Commercial Area to Employment Area
 B – Service Commercial Area to Residential/Mixed Use Area
 C – Service Commercial Area to Transit Station Area
 D – No Designation to Residential/Mixed Use
 E – Add 'Transit Station Overlay' over Specialty Crop Area Tender Fruit and Grape Lands
New explanatory note identifying Grimsby GO Transit Station Area Secondary Plan area, similar to Winston Road Neighbourhood Secondary Plan area identifier already on schedule

Winston Road Neighbourhood Secondary Plan Area (See Schedule F)



SCHEDULE 3 TO AMENDMENT NO. 6 OF THE TOWN OF GRIMSBY OFFICIAL PLAN

SCHEDULE B-1: LAND USE URBAN SETTLEMENT AREA (WEST)

- Legend**
- +— CN Railway
 - Streams
 - ▭ Urban Settlement Area Boundary
 - ▭ Downtown District Boundary
 - ▭ Secondary Plan Boundary
 - Roads
 - Low Density Residential Area
 - Medium Density Residential Area
 - High Density Residential Area
 - Residential / Mixed Use Area
 - Parks and Open Space
 - Downtown - Main Street
 - Downtown - Intensification
 - Downtown - Transition
 - Neighbourhood Commercial Area
 - Service Commercial Area
 - Employment Area
 - Institutional Area
 - Utility Area
 - Environmental Protection Area
 - Environmental Conservation Area
 - Hazard Land Area (Ont. Reg. 155/06)
 - Escarpment Natural Area
 - Escarpment Protection Area

To be changed:
 A – Service Commercial Area to Employment Area
 B – Service Commercial Area to Residential/Mixed Use Area
 C – Service Commercial Area to Transit Station Area
 D – No Designation to Residential/Mixed Use Area
New explanatory note identifying Grimsby GO Transit Station Area Secondary Plan area, similar to Winston Road Neighbourhood Secondary Plan area identifier already on schedule

Winston Road Neighbourhood Secondary Plan Area (See Schedule F)



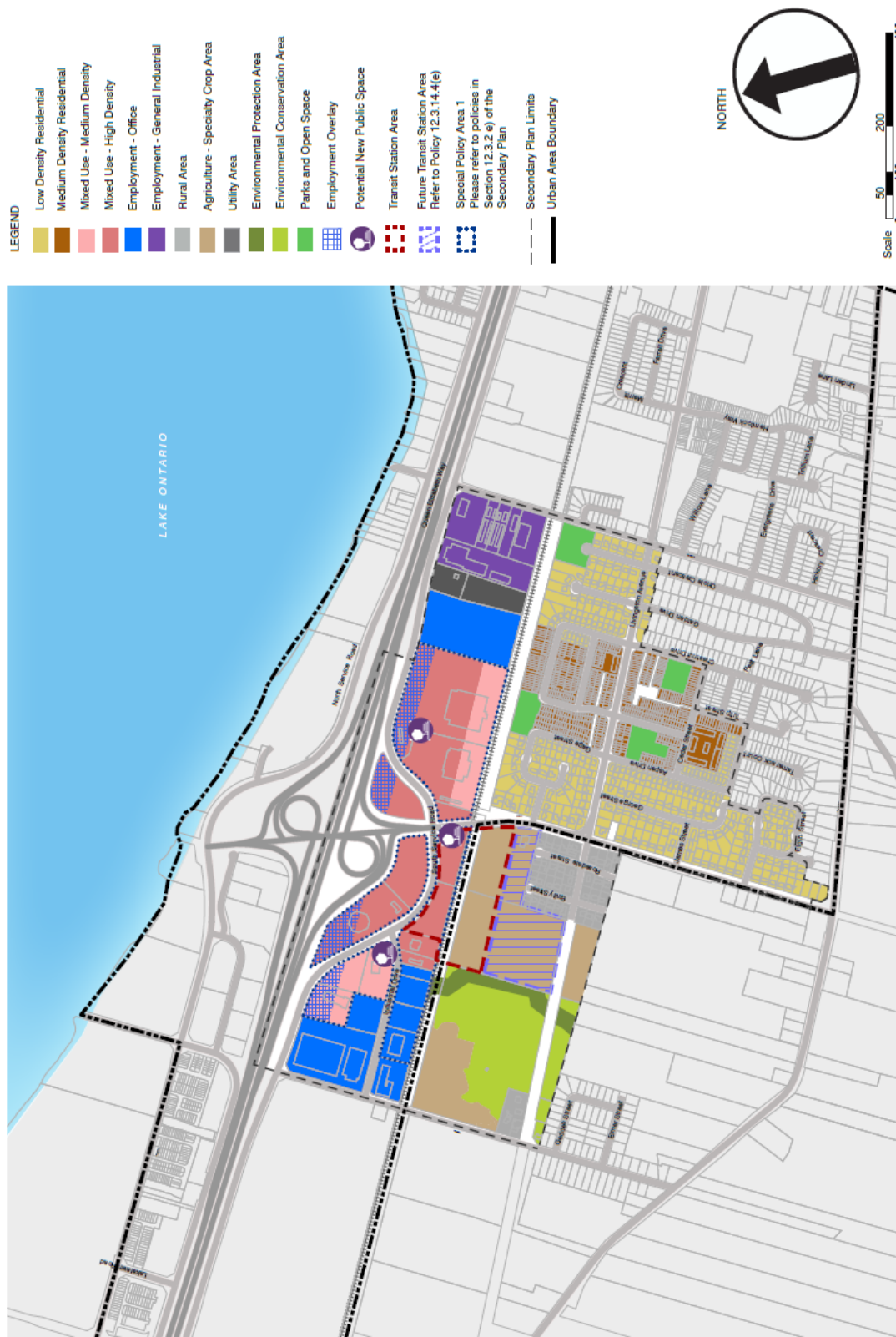
SCHEDULE 4 TO AMENDMENT NO. 6 OF THE TOWN OF GRIMSBY OFFICIAL PLAN

SCHEDULE C: TRANSPORTATION & TRAILS



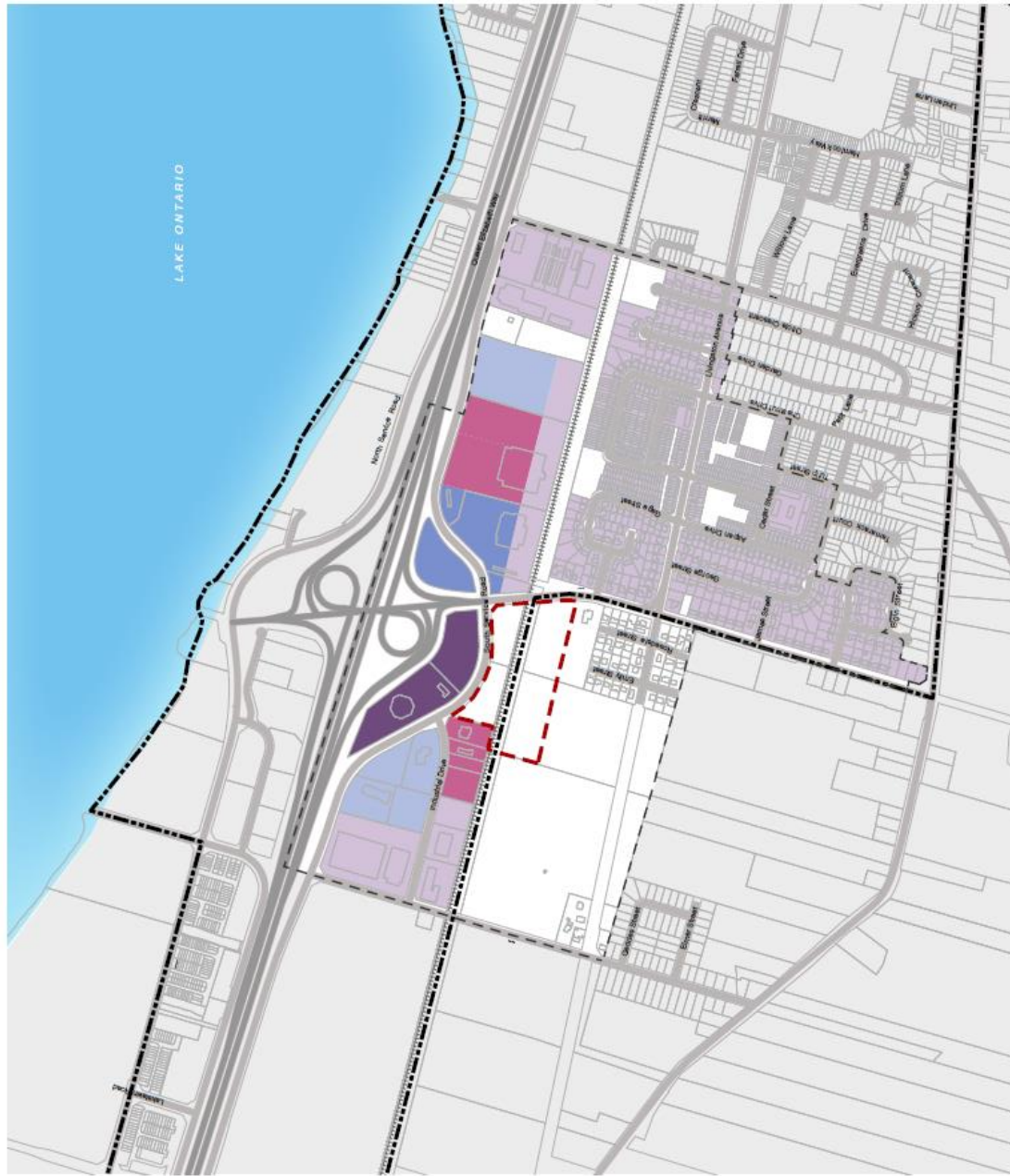
SCHEDULE 5 TO AMENDMENT NO. 6 OF THE TOWN OF GRIMSBY OFFICIAL PLAN

Schedule G: Land Use -
GO Transit Station Secondary Plan

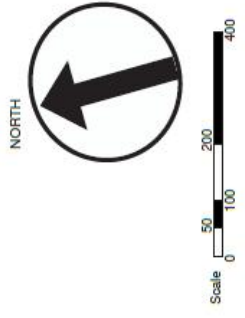


SCHEDULE 6 TO AMENDMENT NO. 6 OF THE TOWN OF GRIMSBY OFFICIAL PLAN

Schedule H: Building Heights -
GO Transit Station Secondary Plan



- LEGEND
- Max. 3 Storeys
 - Max. 6 Storeys
 - Max. 10 Storeys
 - Max. 14 Storeys
 - 18 Storeys
 - Transit Station Area
 - Secondary Plan Limits
 - Urban Area Boundary



SCHEDULE 7 TO AMENDMENT NO. 6 OF THE TOWN OF GRIMSBY OFFICIAL PLAN

Schedule I: Planned Road Hierarchy -
GO Transit Station Secondary Plan



SCHEDULE 10 TO AMENDMENT NO. 6 OF THE TOWN OF GRIMSBY OFFICIAL PLAN

APPENDIX 6 – GO TRANSIT STATION SECONDARY PLAN MATERIALS

Figure 6.1: Cross Section - South Service Road between Industrial Drive and Casablanca Boulevard
GO Transit Station Secondary Plan

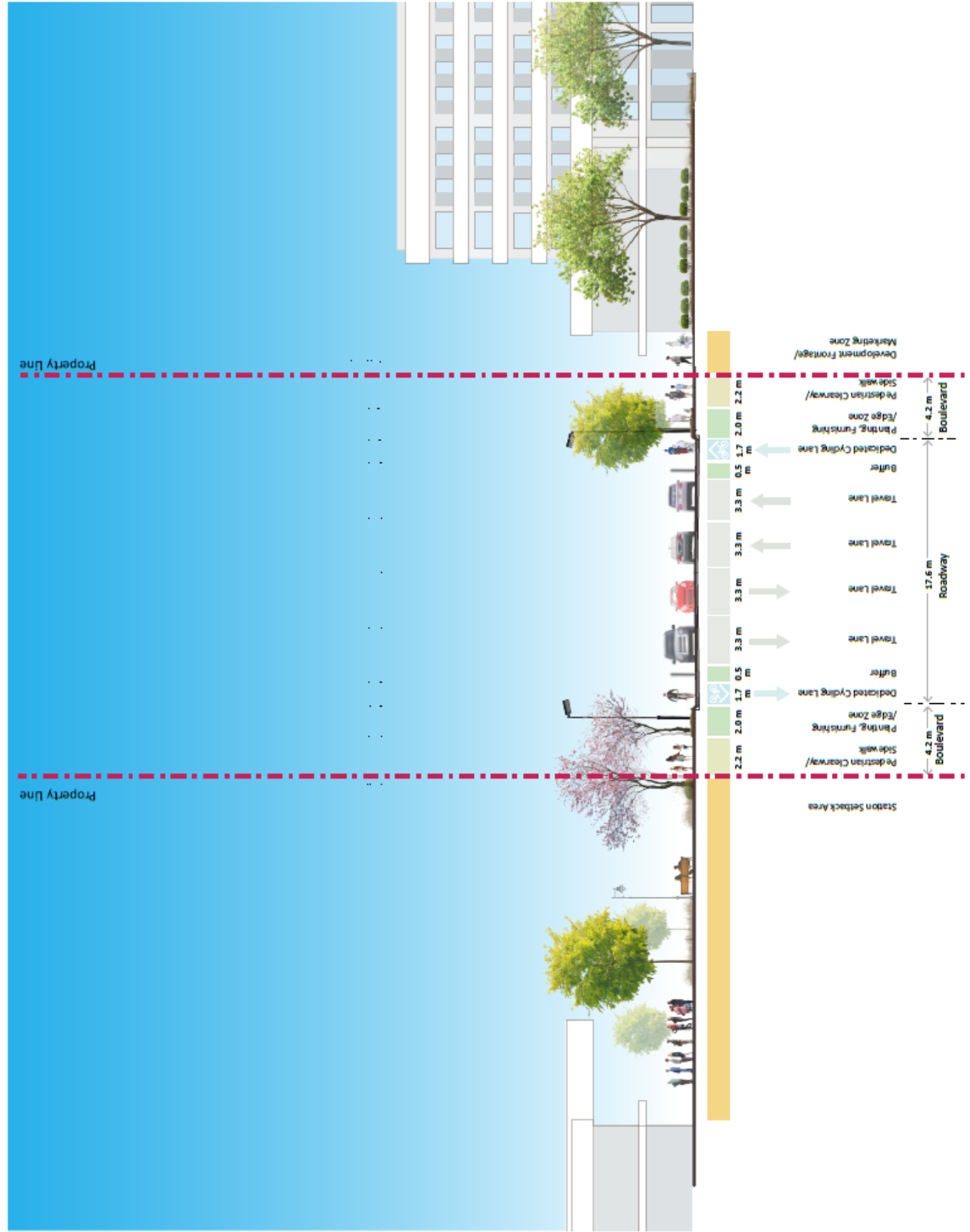
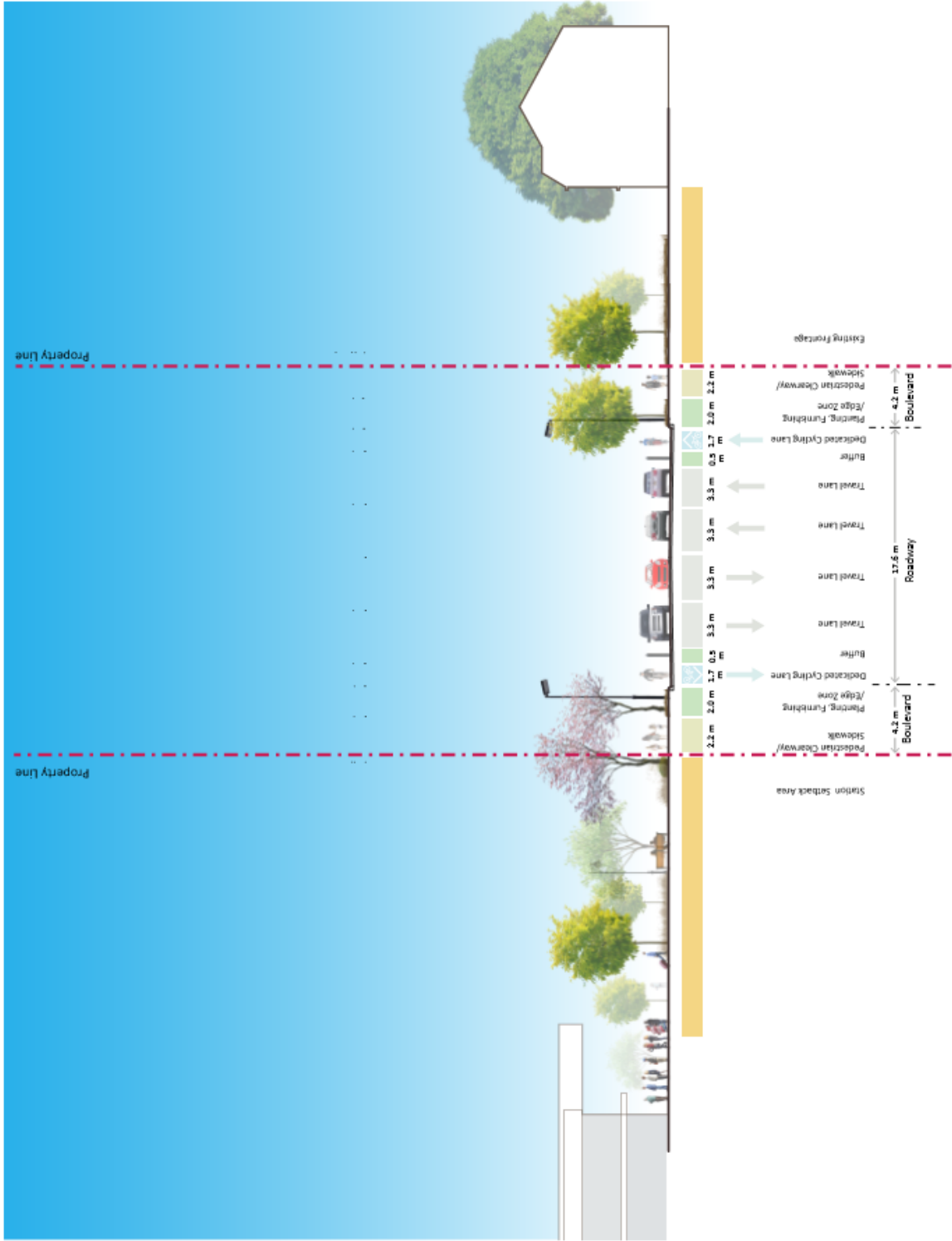


Figure 6.2: Cross Section - Casablanca Boulevard (Typical Cross Section)
GO Transit Station Secondary Plan



**Figure 6.3: Cross Section - Casablanca Boulevard (Bridge over QEW - Subject to the Casablanca Environmental Assessment)
GO Transit Station Secondary Plan**

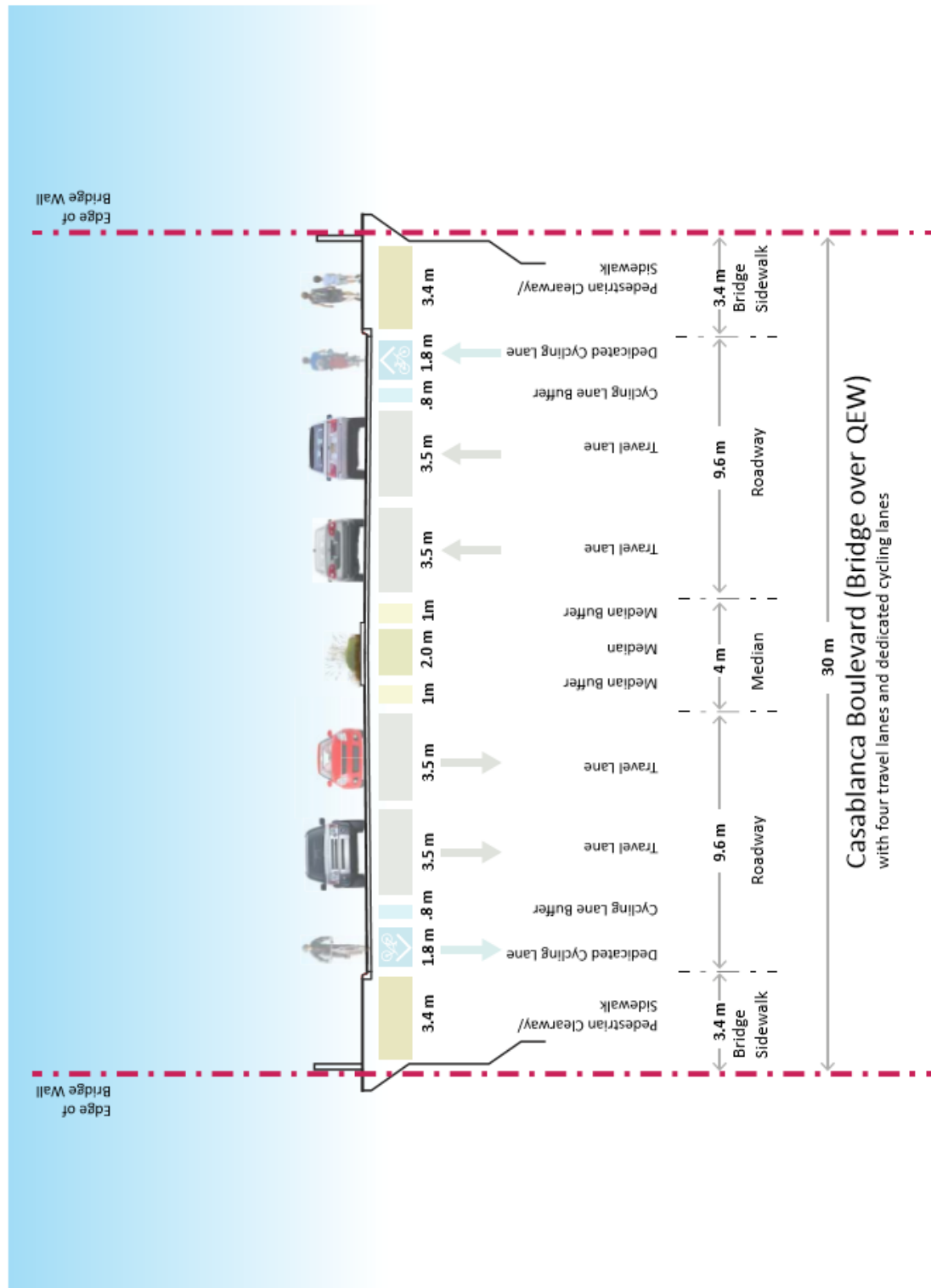
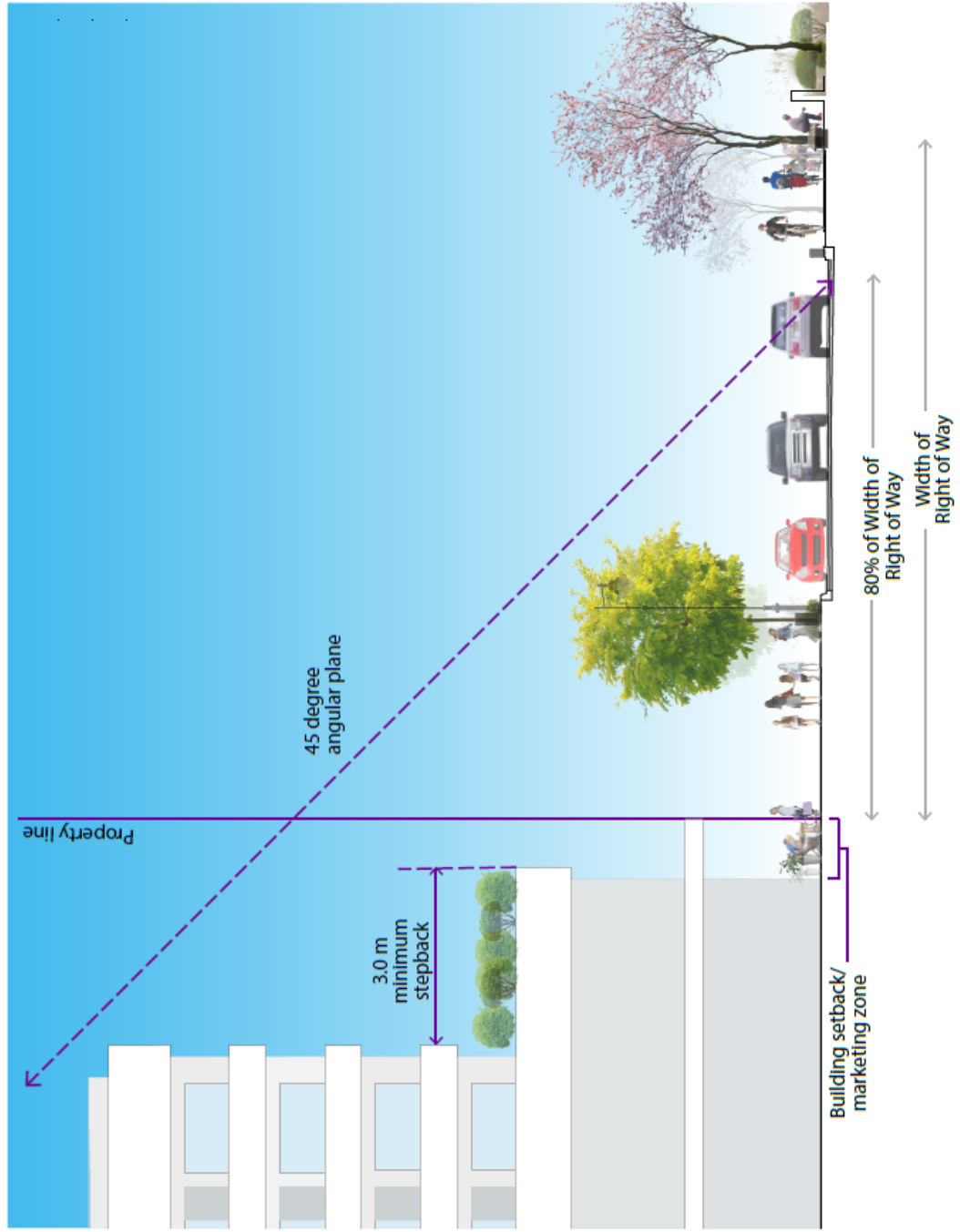


Figure 6.4: Schematic Representation of Building Stepback for a Mid-Rise Building
GO Transit Station Secondary Plan



**Table 12.1: Phasing for Capital Improvements - Grimsby GO Transit Station
Secondary Plan**

Capital Improvement	Details/Extent	Priority (short-, mid- or long-term)
New Connections and Roadway Improvements		
South Service Road Widening	Widen from 2 to 4 lanes and develop as a complete street	Mid-Term
Casablanca Boulevard Widening		Short-Term
QEW Interchange Improvements		Short-Term
Hunter Road Flyover	Potential extension over the QEW	Long-Term
Livingston Avenue Extension	Subject to an Environmental Assessment	Long-Term
Grade Separation at Railway	To segregate road traffic from Rail where the CN Rail track crosses Casablanca Boulevard	Mid-Term
South Station Access via Livingston Avenue		Short-Term
Bike Route/Lane (On-Road)		
Casablanca Boulevard	Between North Service Road and Main Street West	Short-Term
South Service Road	Between Hunter Road and Roberts Road	Short-Term
Industrial Drive	Between Hunter Road and the South Service Road	Mid-Term
Hunter Road	Between North Service Road and Livingston Avenue	Long-Term
Roberts Road	Between the South Service Road and Livingston Avenue	Long-Term
Multi-Use Trail		
South Access to the Station	Trail linkage to the station from the south extending from Livingston Road	Short-Term
Station Access from Casablanca Boulevard	Trail linkage from Casablanca Boulevard to the station	Short-Term
QEW Pedestrian Crossing	From South Service Road to Windward Drive	Short-Term
Streetscape Improvements		
South Service Road and Casablanca Boulevard Major Streetscape Improvement	From the proposed AT crossing to Casablanca Boulevard, continuing south along Casablanca Boulevard to Livingston Avenue	Short-Term
South Service Road Minor Streetscape Improvement	Between Casablanca Boulevard and Roberts Road	Short-Term

Capital Improvement	Details/Extent	Priority (short-, mid- or long-term)
South Service Road Minor Streetscape Improvement	Segment of the South Service Road between the AT crossing and Hunter Road	Short-Term
Industrial Drive Minor Streetscape Improvement	From Hunter Road to the South Service Road	Mid-Term
Casablanca Boulevard Minor Streetscape Improvement	From the South Service Road to the waterfront	Mid-Term
Neighbourhood Traffic Improvements East of Casablanca and North of Livingston Avenue	Local road configuration and traffic calming in residential neighbourhoods	Long-Term
Gateway Features		
Major Gateway at the South Service Road and Casablanca Boulevard		Mid-Term
Public Space		
New Public Space at the South Service Road and Industrial Drive		Mid-Term
New Public Space at the South Service Road and Casablanca Boulevard		Short-Term
New Public Space East of Casablanca Boulevard and South of the South Service Road		Mid-Term